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HONG KONG, WEDNESDAY, JULY 4th, 1928.

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TIME-TABLE.

UP TRAINS

STATIONS	No. 2	No. 4	No. 6	No. 8	No. 10	No. 12	No. 14	No. 16	No. 18	No. 20	No. 22	No. 24	No. 26	No. 28
Kowloon ...Dep.	6.40	8.05	9.30	10.55	12.20	1.45	3.10	4.35	5.60	6.85	8.10	9.35	10.60	11.85
Yau Ma Tei ...Dep.	6.49	8.14	9.39	11.04	12.29	1.54	3.19	4.44	5.69	6.94	8.19	9.44	11.09	12.34
Shatin ...Dep.	7.01	8.26	9.51	11.16	12.41	2.06	3.31	4.56	5.81	7.06	8.31	9.56	11.21	12.46
Tai Po Market ...Dep.	7.16	8.41	10.06	11.31	12.56	2.21	3.46	4.71	5.96	7.21	8.46	9.71	11.01	12.26
Tai Po ...Dep.	7.30	8.55	10.20	11.45	13.10	2.35	3.60	4.85	6.10	7.35	8.60	9.85	11.15	12.40
Fanning ...Dep.	7.50	9.15	10.40	12.05	13.30	2.55	4.20	5.45	6.70	7.95	9.20	10.45	12.10	13.35
Shenaghai ...Dep.	7.55	9.20	10.45	12.10	13.35	3.00	4.25	5.50	6.75	8.00	9.25	10.50	12.15	13.40
Shamshui ...Dep.	7.55	9.20	10.45	12.10	13.35	3.00	4.25	5.50	6.75	8.00	9.25	10.50	12.15	13.40
Canton ...Arr.	7.41	8.45	9.49	10.53	11.57	1.01	2.05	3.09	4.13	5.17	6.21	7.25	8.29	9.33

DOWN TRAINS

STATIONS	No. 1	No. 3	No. 5	No. 7	No. 9	No. 11	No. 13	No. 15	No. 17	No. 19	No. 21	No. 23	No. 25	No. 27
Canton ...Dep.	—	—	—	8.05	—	—	—	—	—	—	—	—	—	3.30
Shamshui ...Dep.	7.15	8.05	8.55	9.45	10.35	11.25	12.15	13.05	13.55	14.45	15.35	16.25	17.15	18.05
Shenaghai ...Dep.	7.25	8.15	9.05	9.55	10.45	11.35	12.25	13.15	14.05	14.55	15.45	16.35	17.25	18.15
Fanning ...Dep.	7.40	8.30	9.20	10.10	11.00	11.50	12.40	13.30	14.20	15.10	16.00	16.50	17.40	18.30
Tai Po Market ...Dep.	7.55	8.45	9.35	10.25	11.15	12.05	12.55	13.45	14.35	15.25	16.15	17.05	17.55	18.45
Tai Po ...Dep.	8.10	9.00	9.50	10.40	11.30	12.20	13.10	14.00	14.50	15.40	16.30	17.20	18.10	19.00
Shatin ...Dep.	8.25	9.15	10.05	10.55	11.45	12.35	13.25	14.15	15.05	15.55	16.45	17.35	18.25	19.15
Yau Ma Tei ...Dep.	8.40	9.30	10.20	11.10	12.00	12.50	13.40	14.30	15.20	16.10	17.00	17.50	18.40	19.30
Kowloon ...Arr.	8.17	9.02	9.47	10.32	11.17	12.02	12.47	13.32	14.17	15.02	15.47	16.32	17.17	18.02

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Our London Letter.

POPULARITY OF THE DERBY.

ANNOUNCING THE RESULT.

MARVELS OF BEAM WIRELESS.

FORTUNES FOR THE BOOK-MAKERS.

[FROM OUR OWN CORRESPONDENT.]

LONDON, June 8th.

The classic race on Epsom Downs has, of course, been the event of the week. When one comes to think about it there is something astonishing in the fact that the Derby grows in popularity as the years go by. For days beforehand the race is the chief topic of conversation. People who know nothing about racing and never bet develop an absorbed interest in the Derby. And everybody has a flutter either with a bookmaker or in a sweepstake. It is really rather wonderful.

And on the day of the great event! The hands of the clock are watched as they move round to 3 p.m. Greenwich time. Then for a few breathless moments the world seems to stand still—till the result is known. I suppose there is nothing more characteristically English than this proof of the in-born sporting spirit that finds expression over the feverish contest at Epsom.

Widespread Interest.

Where else would you have the result of a horse race announced as the Derby was on this occasion? In the Grand Committee Room of the Houses of Parliament, while a witness was in the middle of an answer to counsel before the Committee on the Railways Road Transport Bill, Viscount Chelmsford, the chairman, received from a messenger a slip of paper. Without any introduction he snatched out "Fetsted, Flamingo, Black Watch." The interruption was so sudden that the official shorthand writer mechanically recorded the names in his notebook, and had to erase them from the witness's evidence. There was so much excitement that Lord Chelmsford had to call for order.

Lord, Blanesburgh, who was presiding at a League of Nations Union Conference at the London School of Economics, stopped a speaker and read out the result amid laughter and cheers. These are typical instances of the interest taken in the race. Even in the Courts of Justice slips of paper were handed round showing that the Derby was uppermost in the minds of those in Court. I verily believe that if a judge were in the middle of sentencing a prisoner and got the result he would stop to announce the winner of the Derby!

Backers of Fetsted.

Of the race itself the obvious comment is that the failure of the favourite and the victory of Fetsted presented the bookmakers with a fortune. The winner was not generally fancied. Most of the know-ing ones in the clubs ignored him; and almost all the sporting prophets who wrote so learnedly about racing in the papers left him out of their reckoning.

But I am told by a master at Fetsted School in Essex—one of the smaller public schools, and a very fine school at that—the horse was well backed by masters and boys for sentimental reasons because of the name, although the spelling is slightly different. No doubt Old Felstedians in various parts of the world "had a bit on," also for sentimental reasons, just as would happen if a horse named Eton or Winchester were running. In that case he would carry the money of countless Old Etonians and Old Wykehamites.

Derby Sweepstakes.

As usual the public are vastly interested in the lucky holders of sweepstake tickets which drew horses in the Derby. Miss Heim, a clerk, aged thirty-five, employed by a firm of brewers in Barrow-in-Furness, drew Fetsted in the London Stock Exchange sweep, and will receive £125,000. The ticket was given to her by Colonel Thompson, the head of the firm, to whom she has been confidential secretary for twelve years; and she states that she will share her good fortune with him. In the same sweep Flamingo was drawn by a member of a syndicate of twenty persons, and this is worth £60,000; while the (Continued on next column).

LIFEBOAT'S VAIN HUNT IN A GALE.

WOMEN VOLUNTEER IN A SEASIDE DRAMA.

MIDNIGHT THREAT.

LANSDOWNE, July 10th.

Residents and visitors at Lansdowne were startled at midnight last night by the firing of the lifeboat maroons. Hundreds rushed to the promenade, many with coats slung on over their nightclothes.

It was blowing a gale, and the lookout men reported distress flares at sea. A message was received from the Great Orme that a yacht was in distress.

Crowds helped to drag the lifeboat from its shed. It was hauled on its carriage the half-mile to the shore, through lashing rain. The boat thundered down the slipway and stuck in the sand.

Soaked volunteers dragged and pushed it to the edge of the sea. The tide was low, and women waded waist-deep to help the crew set their craft afloat.

Finally the boat put to sea, and cruised for eight hours, to find nothing.

Blinding Rain.

"We saw no craft in distress," said the second coxswain to a Daily Express representative, "but the rain was so thick that at times we could not see the length of the boat."

"We went nearly to Hoylake, and passed one or two steamers, but none of them had sighted a yacht in distress."

It was reported that the yacht had safely reached an island off Hoylake. It is understood that the yacht was only purchased the previous day by two amateurs, and was taken out for a trial trip from Hoylake against local boats.

BANKER ATTACKS DIRECTORS.

THE AVERAGE AGE FOR TEN LARGE CONCERNS.

Mr. E. C. Grenfell, the banker and City M.P., speaking in Parliament said:—

"The only salvation for the heavy industries is complete reorganisation from within."

Ten leading concerns are under the control of men aged from ninety years downwards, and averaging seventy-six years.

"Decreptitude at the top of the management is more responsible for harm to an industry than anything else."

owner of the ticket for Black Watch is an old cobbler named Seranton in the village of Willoughby-in-the-Wolds who has never earned more than a couple of pounds in any week in the course of his life. He is now suddenly possessed of £40,000.

The money involved in the Calcutta gamble has multiplied at least ten times in the last 25 years, and the general opinion is that it is only a matter of a few years till the winner will gain a prize on Derby Day that at one stroke will make him (or her) a millionaire.

From being a comparatively small semi-private affair confined to Anglo-Indian officials the sweep has become of world-wide concern. A quarter of a century ago the first prize was about £20,000.

Telling The World.

For the first time in history the result of this year's Derby was transmitted generally to the Empire by means of Beam wireless. It is stated that within three seconds the result had been sent to the uttermost ends of the earth by telegraphic code and acknowledged from Australia, Africa, Canada, and India. The message gave the first three horses. It was dispatched from the Central Telegraph Office, London. The Eastern Telegraph Company flashed the result to India in 8 seconds, to the Straits Settlements in 20 seconds, and to China in 1 minute.

Those who take note of coincidences may like to hear that the announcer of the Derby on the wireless for the B.B.C., who described the start, progress of the race, and the finish for millions of listeners was an Old Felstedian. He was Mr. R. C. Lyle, the racing correspondent of the Times. He became wildly excited as Fetsted drew away from the leading horses at Tattenham Corner. "Fetsted wins!" he shouted into the microphone. "Fetsted for ever!" Mr. Lyle and his three brothers went to Fetsted School, and their home was a few miles away at Dunmow, where their father was a doctor.—H.B.

DIARY OF EVENTS.

To-day.

(July 4th.)

Declaration of American Independence.

Jumble Sale, City Hall, 10.30 a.m.

Americana Community "At Home" Lane, Crawford's Restaurant, 4 to 6.30 p.m.

Queen's Theatre: "The Dove" Cherie Valentine and Tomasita Birdwell, dancers, at 8.30.

World Theatre: "Winners of the Wilderness."

Star Theatre: "Millionaires."

Ten Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.

Principal Mails:—Outward: Europe via Vancouver and Europe via Siberia (Empress of Russia), 10 a.m.

Thursday.

(July 5th.)

Annual General Meeting, Hong Kong Football Association Volunteer Headquarters, 5.30 p.m.

Queen's Theatre: "The Dove" Cherie Valentine and Tomasita Birdwell, dancers, at 9.30.

World Theatre: "Cradle Snatchers."

Star Theatre: "Blonde or Brunette."

Ten Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.

Principal Mails:—Inward: Europe via Suez (Kashmir).

Friday.

(July 6th.)

Lantern Lecture on "The Blocking of Zebrugga" by Lt.-Com. E. L. Berthou, R.N., D.S.C. Cathedral Hall, 9 p.m.

Queen's Theatre: "The Dove" Cherie Valentine and Tomasita Birdwell, dancers, at 9.30.

World Theatre: "Cradle Snatchers."

Star Theatre: "Blonde or Brunette."

Ten Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.

Principal Mails:—Outward: Europe via Marseilles (Khyber), 10.30 a.m.

Saturday.

(July 7th.)

Golf: Captain's Cup, Fanning.

Queen's Theatre: "The Dove" Cherie Valentine and Tomasita Birdwell, dancers, at 9.30.

World Theatre: "Cradle Snatchers."

Star Theatre: "Blonde or Brunette."

Ten Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.

Principal Mails:—Outward: Europe via Marseilles (Khyber), 10.30 a.m.

Sunday.

(July 8th.)

Golf: Captain's Cup, Fanning.

Ten Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.

Monday.

(July 9th.)

Ten Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.

Tuesday.

(July 10th.)

Sanitary Board Meeting, 4.15 p.m.

Ten Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.

Principal Mails:—Outward: Europe via Marseilles (Hector), 10.30 a.m.

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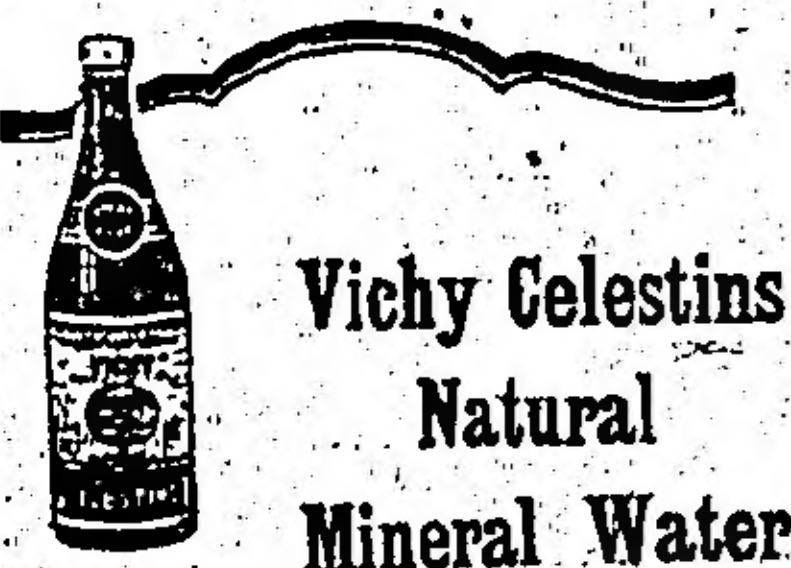
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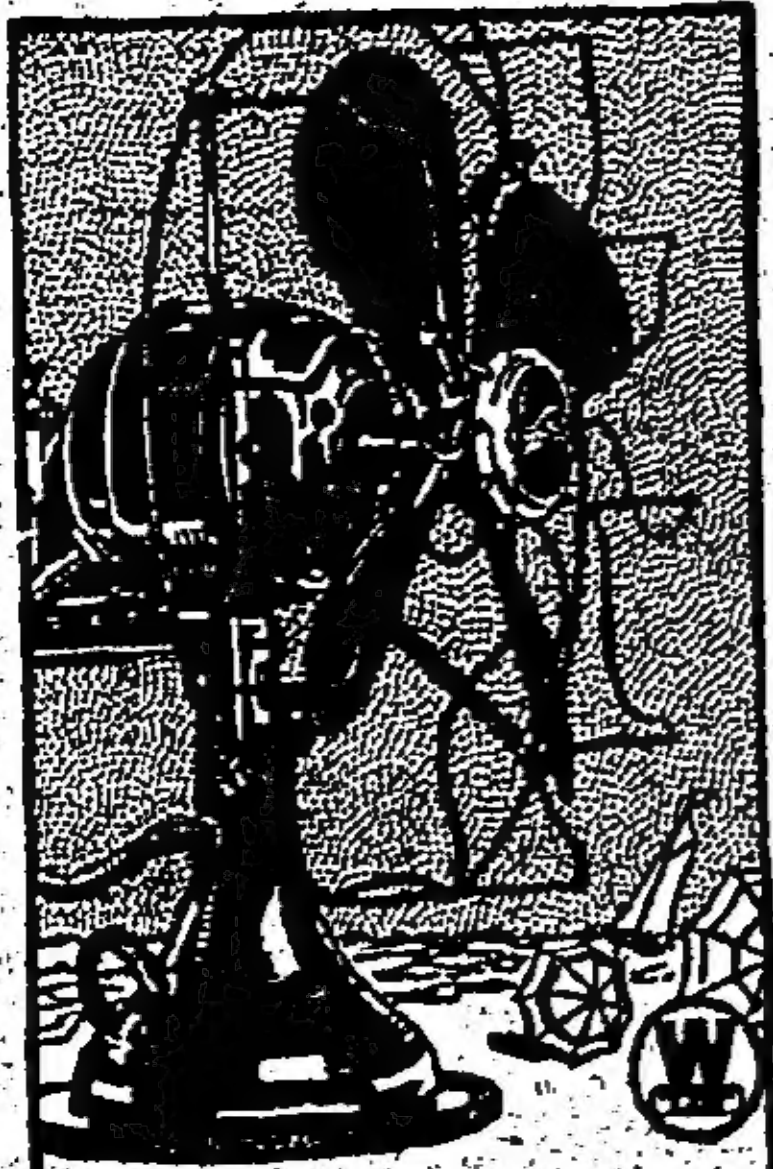
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RECONSTRUCTION OF CHINA.

WISE POLICY OF ECONOMIC CONFERENCE.

DEMOLITION AND REHABILITATION OF RAILWAYS.

The National Economic Conference over which Mr. T. V. Soong has been presiding at Shanghai has passed a number of resolutions which, if carried into effect, should solve China's troubles.

The merchants and bankers evidently propose to take charge of the military, disband all except a standing army of 500,000 and that the demobilized soldiers should be put to work on the railways, canals, ports, etc. The railways are to be put on their feet by a Rehabilitation Loan and no unauthorized troops are to use them. There are also a number of admirable resolutions as regards finance, etc.

It will be interesting to see whether the militarists, either on a large scale like Feng Yu Hsiang and Yang Sen or only small scale like the average brigand gang will "pile arms" and meekly walk off under the orders of Nanking officials. It is good to know that the Nationalist Government means well and everyone will wish them success in carrying out the policy of the Conference.

The North China Daily News describes the Conference of June 25th as follows:—

The resolutions on taxation and commerce did not take much discussion. But the question of the disbandment of troops aroused a desire in almost everyone present to make a speech. The decision was unanimous that the generals and soldiers, the militarists, had become a burden upon the people and that all the other resolutions would be nullified unless disbandment were put through successfully and rapidly. The conference, in one of its resolutions, recommended that the disbandment funds shall be handled by a public Sinking Fund Board of Trustees, to manage the funds. In a word, the bankers and merchants want to disband the troops. They will not contribute funds for this purpose, only to have them used by some general to strengthen himself.

National Credit To Save.

When the Committee on the National Indebtedness, brought up its resolutions, they were passed without dissent. These business men were interested in saving the national credit, and there was no equivocation and no slogans. The only saving phrase was one that, when a loan agreement impaired the sovereign rights of China, the Government shall by negotiation, seek to modify that agreement. That clause, similar to the general desire for the revision of treaties, does not, however, invalidate the agreement until the negotiations have been completed.

After the meeting a representative of the North China Daily News, spoke to one of the principal men of the conference. He was asked "How can you feel assured that the Kuomintang at its Fifth Plenary Session and the Nationalist Government will accept your proposals which in effect establish a business man's control over the Government by controlling its purse strings?"

He replied: "This is a joint conference of the tax-payer, the lender of money to the Government and the collector of taxes. It represents all the elements which enter into providing the Government with funds. If our resolutions are ignored, where will the Government get its money?"

The Kuo Min News Agency issued a summary of the resolutions in which it was stated:—

1.—The indebtedness of the Nationalist Government contracted in Hankow and Canton, consisting of Treasury Notes and Central Bank obligations shall be consolidated into a single loan to be met by the 2½ per cent. Surtax.

2.—All secured loans, upon which interest and principal have been paid up to the present, shall be continued as heretofore.

3.—All inadequate secured loans shall be dealt with by the following procedure:—

The Government shall appoint a special commission to investigate the agreement. These loans shall then be consolidated into a single issue secured on the additional tariff revenue. This implies an increase in the tariff rate.

4.—All provincial loans shall be consolidated into a single issue by each province, which shall be instructed by the Central Government to provide adequate security for the amortization of the loan.

5.—All loans secured on railways, and railway receipts shall be paid by the Ministry of Communications. But in view of the unfortunate conditions of the railways arising from the civil war, the Ministry of Finance shall create a Rehabilitation Fund, for the purchase of new requirements for the permanent way, rolling stock and other equipment to make it possible for the railways to resume full commercial operation.

6.—A public Sinking Fund Board of Trustees is to be appointed for the purpose of protecting the funds so that amortization of the loans and interest payments shall be fully

guaranteed. This Board is to be elected by public bodies of merchants and bankers underwriting the loan.

7.—The plan for the rehabilitation loan, is as follows:—

A sum of \$300,000,000 shall be raised for the purpose of disbanding soldiers and providing them with productive employment, reconstructing the railways, river conservancy and port development, and, if there is a surplus, popular education.

This fund will be handled by the public Sinking Fund Board of Trustees who will control expenditure.

Committee On Commerce.

Six resolutions on Tariff Protection, Currency Reform, Facilitation of Transportation, Protection of Property of the Business Class, Adjustment of Disputes between Capital and Labour, and Protection and Promotion of Native Goods, recommended by the Committee on Commerce, were passed after some discussion. They are briefly summarized as follows:

(a.) Tariff Protection. That the Government should attempt within the shortest possible time to recover our National Tariff Autonomy so as to protect the country's trade and other commercial interests, at the same time abolishing all injurious internal levies so as to promote native trade and industry.

(b.) Currency Reform. That the Government should immediately devise methods for reforming our national system of currency so as to stabilize the money market and to facilitate our commercial progress.

(c.) Facilitation of Transportation. That the following instructions concerning the administration of the Government railways be issued to all Government Authorities, especially the Military, so that normal operation of the Railways will not be subject to frequent interference:

1.—That all military authorities be instructed to refrain from interfering with the administration of the railways.

2.—That all cars and rolling stocks be returned to the Railway Administration.

3.—That only duly authorized military authorities be allowed to negotiate with the Railway Administration for transportation facilities in time of need.

4.—That all Railways be maintained in good order, and high efficiency.

Improperly Seized Property.

(a.) Protection of Property of Business Class. That all private-owned properties, such as ships, flour-mills, factories, and mines, which are now being occupied by the Government authorities, be immediately returned.

(c.) Adjustment of Dispute between Capital and Labour. That the Government should enact Labour Laws governing the organization of labour unions; that the expenses for such unions be made public and placed under supervision, and that, during the period of illegal strikes, employers shall not be responsible for the pay of the strikers.

(f.) Protection and Promotion of Native Products. That the Government give protection to all home industries by exempting them from taxation and by according them special transportation rates on the Railways.

The Disbandment Of Troops.

The Committee on National expenditure introduced the following resolutions on the disbandment of troops, which were unanimously passed:

(1) The size of the National Army to be retained should be limited to 50 divisions, of 10,000 men each.

(2) The distribution of the 50 divisions should be determined according to the need for defence and suppression of brigandage in different parts of the country.

(3) The annual military expenditure should be limited to \$192,000,000 for the Army and \$72,000,000 for the Navy, Air force, Arsenal, Military Education, military Administrative organization, etc., under the jurisdiction of the Military Council.

(4) The Government should establish a Soldier-Labour Reconstruction Commission to take charge of the disbandment of soldiers who are to be employed for various reconstruction purposes.

(5) Both the National and the Provincial Governments should devote 10 per cent. of its administrative expenses towards constructive work, the Central Government to raise a loan as a sinking fund for reconstruction purposes.

(6) Disbandment of troops should be effected within three months from the adoption of the measure by the Government.—Kuo Min.

(Continued at foot of next column)

HONG KONG POLICE
RESERVE.

[ORDERS BY THE HON. MR. E. D. C. WOLFE, C.M.G., CAPTAIN-SUPER-INTENDENT OF POLICE.]

Searching Of Police Reservists.

The following order issued to the Regular Force by the Hon. Captain Superintendent of Police is published for information of Police Reservists:—

Memo No. 1025—Official Badges, Police Reservists.—With reference to Memo 163 of the 31st January, 1928, dealing with the issue of Official Badges to Police Reservists on qualifying as fully trained members of the Police Reserve, the G.S.P. notes, with regret that his instructions that every assistance be granted to such Reservists is not being carried out satisfactorily. The Police are hereby notified that in future Police Reservists wearing such badges will be entitled to exemption from search except by a European Officer.

(Sd.) E. D. C. WOLFE,
Captain Superintendent of Police.

June 29th, 1928.

Police Training School.

The weekly classes for Police Reservists at the Police Training School, Kowloon, will be held on Wednesday, July 4th, at 8 p.m. sharp. All members of the Chinese, Indian, and Flying Squad Companies who have not yet passed Part II of Training Course must attend.

Chinese Company.

Advanced men of the Chinese Company to be detailed by the O.C. will parade at the Police Training School, Kowloon, on Wednesday, July 4th, at 8 p.m. sharp for extended order and baton drill under Inspector Paterson. Dress: Multi, rifle, side-arms, and truncheon to be carried.

All recruits of the Chinese Company will parade at Central Police Station on Thursday, July 5th, at 8.30 p.m. sharp for squad drill and rifle exercises under Sergt. Condon. Dress: Multi.

Members of the Chinese Company to be detailed by the O.C. will attend at the Kennedy Road Revolver Range on Sunday, July 8th, for the advanced Revolver Course under Inspector Booker. Firing will commence at 9 a.m. sharp. Dress: Multi.

Indian Company.

Strength. Constable R.253 Y. J. Khan is permitted to resign as from June 22nd.

All recruits of the Indian Company will parade at Central Police Station on Thursday, July 5th, at 5.30 p.m. sharp for squad drill under Sergt. Condon. Dress: Multi.

Flying Squad.

The weekly instructional patrol of the Hong Kong Section will take place on Thursday, July 5th. Fall in at Central Police Station at 5.15 p.m. sharp. Dress: Khaki.

Sharpshooters' Company.

The regular fortnightly revolver practice will take place at Kennedy Road Range on Wednesday, July 11th, at 5 p.m. Members will assemble at the range with revolvers, holsters, and belts. Uniform optional.

(Sgd.) W. Kerr, A.S.P.,
Adjutant,
Hong Kong, July 3rd, 1928.

SAIGON RICE MARKET.

STOCKS HELD FOR HIGHER PRICES.

The Compagnie de Commerce & de Navigation d'Extrême-Orient in their report on the rice market dated Saigon, June 28th, state:—Paddy market is easier but supplies are very small as stocks are being held for higher prices.

The rice market continues quiet with very little demand. Prices have slightly declined.

Regarding Broken, owing to a continued demand from the Indian markets the prices keep firm with very small business. The goods are very scarce owing to lack of business in white rice.

The total amount of rice exported from January 1st to June 15th, 1928, is 883,428,545 tons against 823,742,348 tons in 1927.

We quote today white Saigon rice No. 1 25 per cent. broken round grain Saigon \$5.70 per picul of 134 lbs. f.o.b. Saigon; 2s. 11d. per cwt. f.o.b. Saigon; Yen 6.33 per picul of 134 lbs. f.o.b. Saigon.

White Saigon rice No. 2 sifted Japan quality: Saigon \$5.25 per picul of 134 lbs. f.o.b. Saigon; 2s. 1d. per cwt. f.o.b. Saigon; Yen 5.90 per picul of 134 lbs. f.o.b. Saigon.

For July-August shipment.

(4) The Government should establish a Soldier-Labour Reconstruction Commission to take charge of the disbandment of soldiers who are to be employed for various reconstruction purposes.

(5) Both the National and the Provincial Governments should devote 10 per cent. of its administrative expenses towards constructive work, the Central Government to raise a loan as a sinking fund for reconstruction purposes.

(6) Disbandment of troops should be effected within three months from the adoption of the measure by the Government.—Kuo Min.

(Continued at foot of next column)

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Helsingfors	18.84
Bucharest	17.21
Bombay	1/11
New York	4.27.22/23
Geneva	23.30
Milan	23.30
Stockholm	18.175
Oslo	18.22
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Madrid	20.50
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(Continued at foot of next column.)

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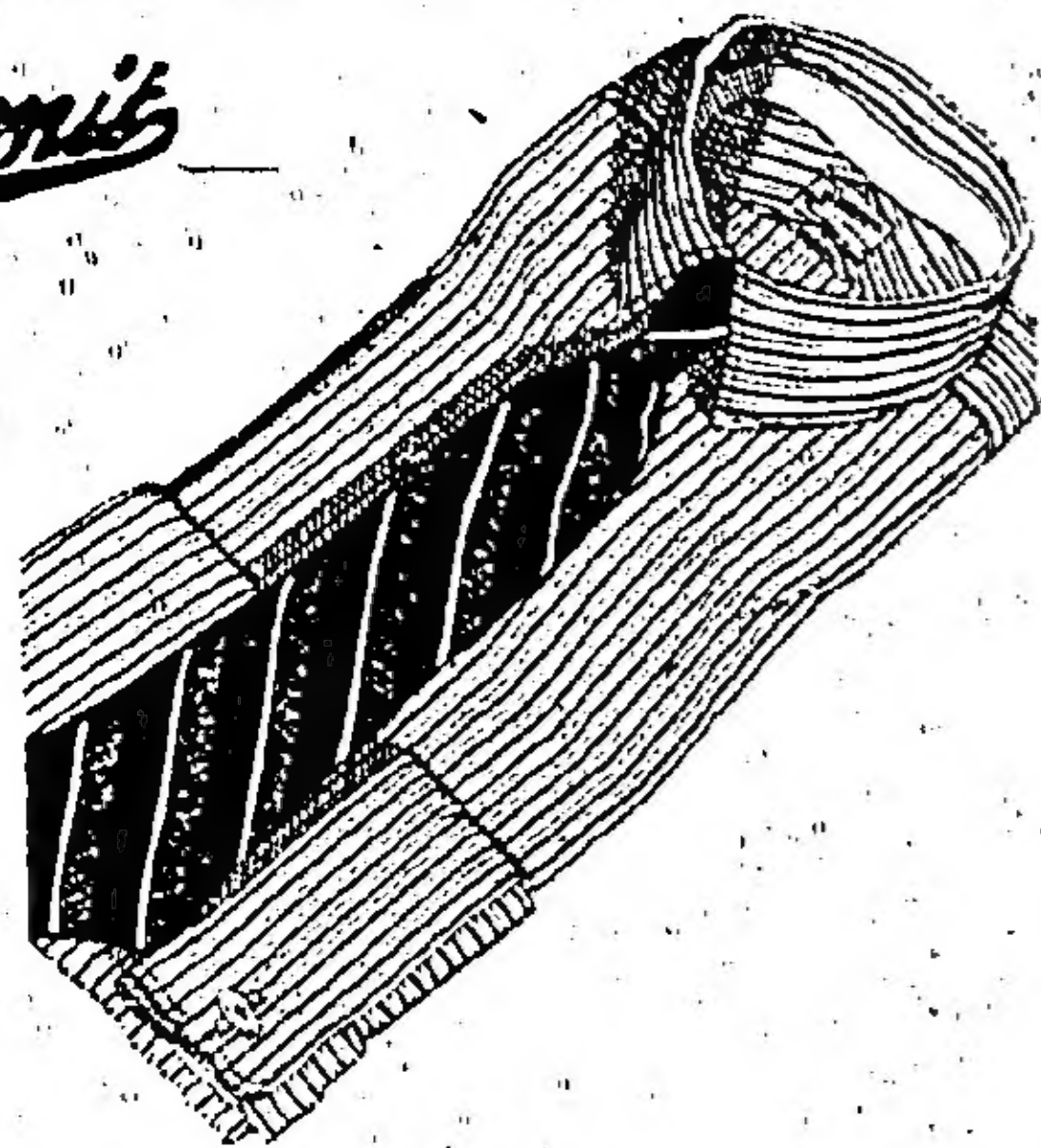
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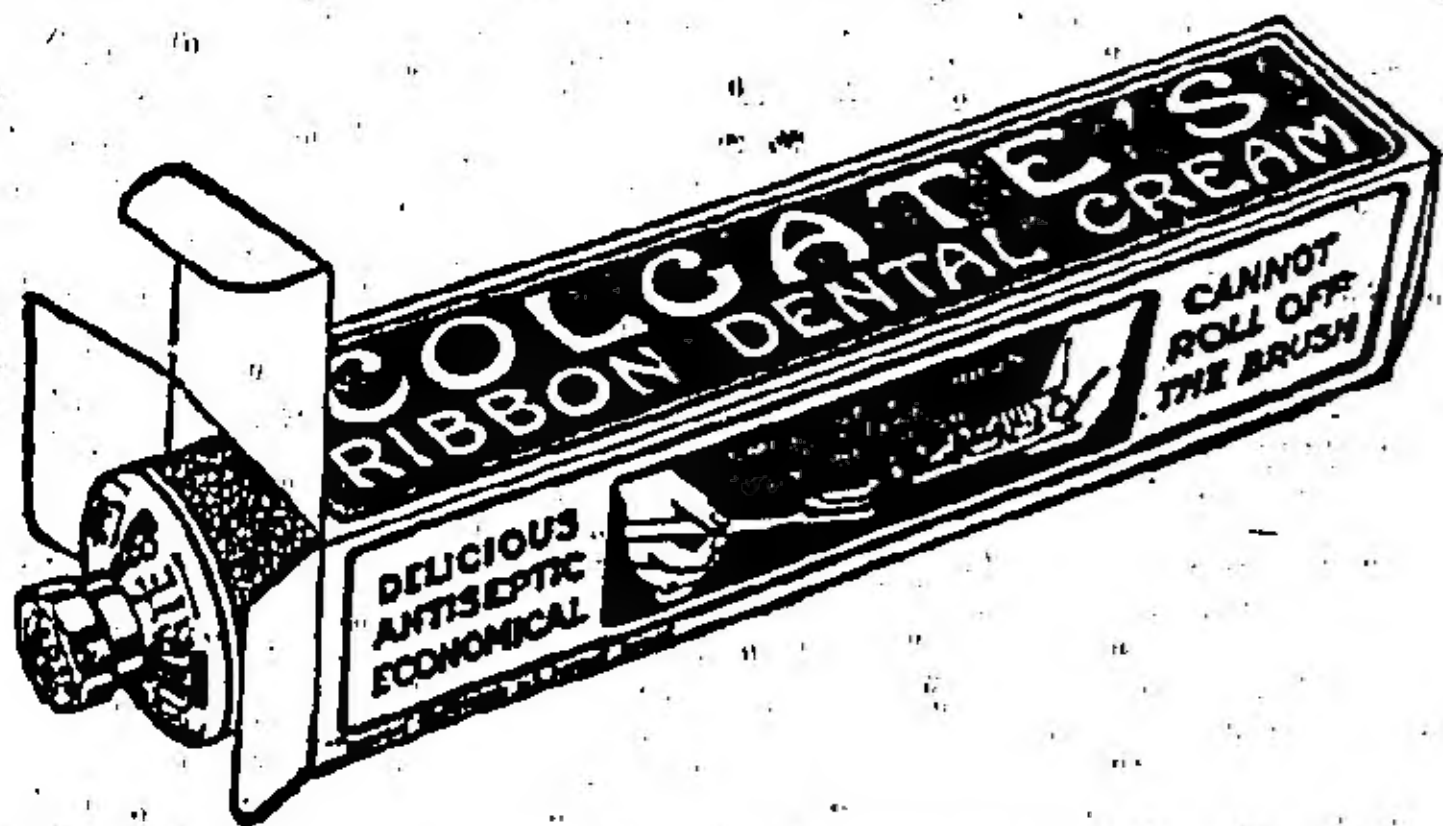
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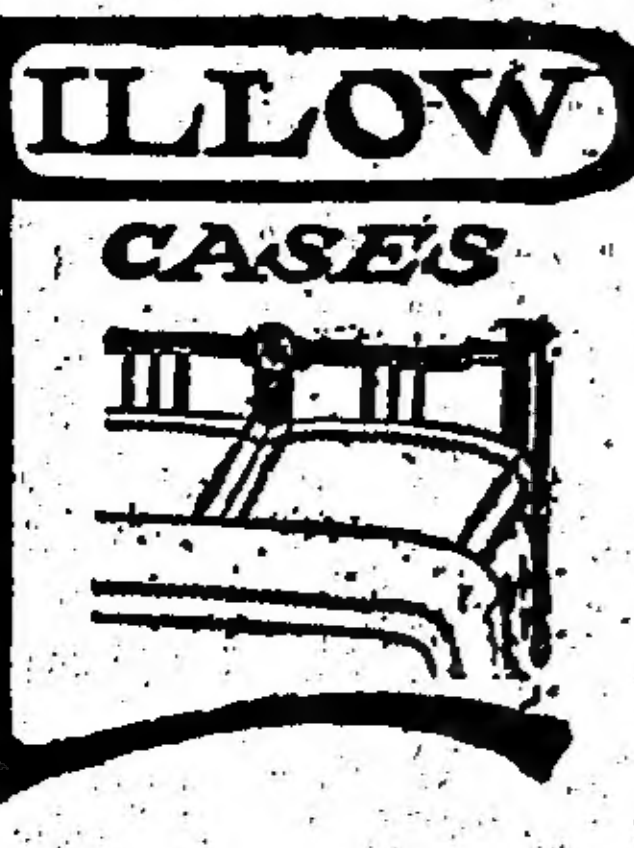
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ASSISTANT ATTORNEY-GENERAL AND MAGISTRATE.

IN A SEQUEL TO THE "SHUN PO" CASE.

THEIR DIFFERENT VIEWS REGARDING THE PRINTERS.

"CROWN'S UNIQUE" POSITION."

The Assistant Attorney-General, Mr. H. Somerset Fitzroy, and Lieut.-Colonel F. Eaves, D.S.O., the Magistrate who tried the case against the *Shun Po* (*Hong Kong Morning Post*) for publishing two articles without first submitting them to the Secretariat for Chinese Affairs to be censored, and for advocating a Japanese boycott, were the only two protagonists in a sequel to the case heard yesterday afternoon.

Mr. Fitzroy applied to the Magistrate to re-open or review a part of his decision in so far as the printers were concerned, giving as his opinion that the printers were a corporation, and the Magistrate could not penalise each individual partner of the company.

The Magistrate held that if the printing firm was in fact a "one-man concern," the ground for the application could not and did not arise. If the firm consisted of two or more partners, the ground for the application would then arise, but evidence must be adduced to that effect.

Mr. Fitzroy was not able to offer that evidence and said that even if he could he would not, as the Magistrate had assumed that there was more than one partner in the firm. He maintained that no evidence has been tendered throughout the protracted hearings to justify the Magistrate's assumption.

The case was then adjourned *sine die* until Mr. Fitzroy could adduce the required evidence.

Brief History Of The Case.

The case, it will be remembered, has come to be known as the "Chinese Press Censorship Case." The *Shun Po's* editor and printers (Cheung Fat Co.) were summonsed at the instance of the S.C.A. for publishing two articles on May 9th and 10th without having first submitted them to the S.C.A. for censorship, and also for advocating an anti-Japanese boycott.

Mr. M. K. Lo, who appeared for the defendants, maintained that the two offending articles were submitted and suggested that the censorship system was so slovenly that even the censors themselves could not say whether or no the articles had been submitted.

After protracted hearings, Lieut.-Colonel Eaves convicted all the defendants. The printers (i.e., all partners in the firm) and the publisher were each sentenced to one month's hard labour in addition to fines of \$25 each for disregarding the censorship rules. Each partner in the printing firm was also fined \$250 for advocating the Japanese boycott. The publisher was fined \$500 for the same offence.

Leave to appeal within seven days was granted. The Magistrate also intimated that if the defendants were to apologise to the Japanese through the medium of the press for two consecutive days, he would at the end of a week recommend the release of all prisoners.

The defendants did not come before the Court within the 24 hours allowed them to find bail, and when a visit was made to the *Shun Po*, it was found that only two *fokis* were in charge of the premises.

Last week Mr. Fitzroy applied to the Magistrate to re-hear a part of the case, and his Worship fixed yesterday for the application in order that he might also hear Mr. M. K. Lo who was representing the aggrieved party.

When the Court sat yesterday to hear Mr. Fitzroy's application, Mr. Lo was not present. There was also no one from the *Shun Po*. It was an empty Court, only a few pressmen being present and of these can represent a vernacular paper.

Mr. Fitzroy and Lieut.-Col. Eaves were the only two protagonists.

Opening his application, Mr. Fitzroy said that under the Magistrate's Ordinance, his Worship could re-hear or review his decision. There were four summonses against the printers, two of which were made under the regulation relating to newspapers and the other two were under the Emergency Ordinance of 1925. They were distinct summonses concerning distinct matters in two distinct issues of the paper.

Continuing, Mr. Fitzroy said that his Worship had dismissed the summonses relative to the issue of May 10th and convicted the printers on the summonses relative to the issue of May 9th. "You then fined the printers each \$25 or seven days' imprisonment."

The two second summonses, Mr. Fitzroy said, were framed under a different section which dealt with people who incited others to refrain from dealing, buying, trading and working for others. These two summonses, Mr. Fitzroy said, were combined and his Worship convicted the defendants on each charge.

Mr. Fitzroy then went on to say that the summonses were taken out against a corporation, and that that corporation appeared in Court in the only way a corporation could appear and that was through a solicitor. "So far as you know, Sir, and everybody knows, it is a corporation, and it must be dealt with as such."

Mr. Fitzroy then drew his Worship's attention to the fact that no evidence had been given as to the constitution of the corporation, and therefore his Worship could not assume that there was more than one partner.

His Worship asked if the defendant firm was a corporation why it was not registered as a limited company.

Mr. Fitzroy replied that there was no reason why one could not register a corporation without it being a limited company. He said that could be done if a person chose to and it was necessary to be a limited company in order to be registered.

Mr. Fitzroy then continued to say that the only thing to be done with a corporation under the circumstances was to fine them.

The Magistrate: I agree to that. Mr. Fitzroy then said that if his Worship agreed, then the only person in the case was the corporate body and therefore the fine should not extend to each individual partner of the firm.

The Magistrate: Have you any evidence to show that the Cheung Fat Co. is a corporation with one partner or more than one?

Mr. Fitzroy: I have not, and even if I had I would not offer it. He then went on to say that his submission was that the Court could not fine anyone but the Cheung Fat Co.

Mr. Fitzroy went on to explain that when a newspaper did not print its own paper but gave the work to a firm of printers, those partners were placed in a very difficult position. They became printers by contract and if they did not bring out a paper, they would be liable to heavy damages. It was not their duty to say that they could print this or that. Everything given to them to print, they took in good faith. Of course, there was the other side of the story. If it could be proved that the printer acted in collaboration with the paper to print certain things which they knew had not been censored, the printers would then be equally guilty. When such questions were brought to Court, Mr. Fitzroy added, they generally used their common sense and assumed that the printers knew what they were doing.

Mr. Fitzroy then added that if his Worship should insist on evidence as to how many partners there were in the printing firm and who they were, he would, with much diffidence, abandon the case. He hoped that he would not have to go so far. He further maintained that he did not sue any partner of the firm. He had only sued a corporate body.

His Worship said that that was the first time he heard the word "corporate body" mentioned. He said that throughout the long hearings, he had asked who the partners were. His Worship then again asked if Mr. Fitzroy could bring any evidence to show whether "Brown" or "Jones" was the head of the firm. "If the defendant firm is in fact a one man concern then the ground for your application does not arise, but if it is more than one, you will have to prove that to me," added the Magistrate.

Mr. Fitzroy replied that if there was more than one partner, his Worship's judgment would become null and void, as he had fined each individual partner. He said that his Worship had only assumed that there was more than one partner and there was no evidence for that assumption.

His Worship then gave his decision as follows:—
MAGISTRATE'S DECISION.
One Or More Partners?

In these cases the Crown finds itself in the somewhat unique position of having prosecuted to conviction a person or persons unknown trading under the style or firm-name of the Cheung Fat Co. who appeared and defended by Counsel and throughout the whole

of a protracted hearing concealed the individual identity of the partner or partners comprising such firm. The resulting convictions were against "each individual partner of the defendant Co." and the Crown as prosecutor now applies for a review of that decision on the ground that partners in the firm cannot be individually penalized. If the defendant firm is in fact a one-man concern the ground for the application does not (and cannot) arise. If it consists of two or more partners the ground for the application does arise, but when (and only when) evidence is adduced to that effect. As this evidence is not forthcoming I therefore have no alternative but to adjourn the application *sine die* (that is to say) until the Crown is in a position to adduce the required evidence. Meanwhile I draw the attention of the learned Counsel for the Crown to the Courts of Exchequer and Exchequer Chamber case of *Regina v. Dean (Meeson and Welsby's Reports Vol. XII. at p. 30 et seq)* in which two partners—having been separately convicted for an offence under the Smuggling Prevention Act (3 and 4 Wm. 4 c. 53 s. 44)—were, on an application for a new trial, each held liable to the penalties imposed by the Act. In his judgment Lord Abinger (C.B.) said: "I own I was at first struck with the apparent hardship of involving several partners in separate penalties for the same identical act; but the words of the statute appear to me to be decisive of the question. They are, that 'every person' who shall be concerned in the unshipping of any goods, the duties for which have not been paid, or shall be guilty of any of the other offences mentioned in the section, shall be liable to the penalties therein inflicted. Then all persons who are concerned in the illegal transaction are subject to the penalties."

Alderson (B.) in concurring said: "We must look at the statute to see whether it was intended that every person offending should be punished, or merely that every offence should be punished. The question is, whether an offence which is committed by several persons is to be visited by one penalty, or each person is to be visited by a penalty. Here each person who is concerned in the transaction is plainly subject to a penalty under the Act. Gurney (B.) and Rolfe (M.) also concurred. The penalties sections in the Act quoted and in the Ordinance under which the present convictions were obtained are in identical terms in that they penalise 'every person.'

Mr. Fitzroy replied that the case referred to by his Worship was not a criminal one. It was only a civil action and therefore could not apply to the case under discussion. He also stated that at the time when the quoted case was heard, no laws had been passed for re-hearing of criminal cases. The appeal law was passed after that time.

His Worship said that he would adjourn the case *sine die* until Mr. Fitzroy could bring forward the required evidence.

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CHANG TSO LIN'S LAST HOURS.

DIED ON JUNE 4TH.

FOUR HOURS AFTER THE
OUTRAGE.

BOMB FITTED INSIDE THE
CAR?

The last hours of Generalissimo Chang Tso Lin, whose meteoric ascent in the political firmament of China from a brigand near Hsinmintun in the course of little over 20 years, is the wonder of all who know his history, were sadly tragic. They were worthy of a veteran general, as he was one, who died a heroic death in the thick of a battle, states the *Manchuria Daily News*.

Already Dying.

At 5.40 a.m. on the 4th inst., Chang Tso Lin, after the car, in which he travelled, was blown up, was helped out of the car by Major Giga, a Japanese adviser. As Chi En Ming, in command of the Gendarmerie, galloped up at the news, Chang was already dying. The face took on a dark colour. The blood flowed copiously from the nose. So with the wound in the left arm. Nothing could be done in a professional way. About 20 minutes were spent in getting a motor-car in the hire of the Mukden Spinning and Weaving Works and bringing it to the spot. No first aid treatment was administered in the meantime. 15 more minutes elapsed as Chi En Ming, Tao Shang Ming and Major Giga escorted Chang to the Generalissimo's office within the walls, the Japanese Major getting off the car at West Gate on the way. In the meantime, the floor

of the car was literally flooded with Chang's blood. At the Generalissimo's Office, Chang was carried into the Councilors' room on a stretcher. As he got inside the room, he vomited a large quantity of blood. Surgeon-General Yao and Chang's family, who were present had to look on helplessly.

British Doctor Summoned.

A British physician, an intimate friend of the "Young General," residing at Hsiao-hoyen, was summoned. He repeated camphor injections, but the distinguished victim expired at 10 a.m., that is, a little over four hours after the bombing incident. On the 6th inst., two carpenters were called in from the Mukden Arsenal to make the coffin and the remains were then placed in it.

Bomb Fitted Inside Car?

Engineer Wang Chang Chun, of the Mukden Arsenal, a member of the Chinese Committee of Inquiry who conducted a joint investigation of the scene of the recent bombing incident with the Japanese, has made a startling report to the following effect.

Judging by the wreckage of the railway cars left upon the ground, the bomb that worked such terrible havoc is believed to have been fitted inside one of the cars. By 5.30 a.m. on June 4th, the sun was already up. If the bomb had been laid on the railway track, it could not fail to have been noticed by some one of the 50 Chinese patrols. If the bomb had been left suspended underneath the viaduct, the destruction of the locomotive would be inexplicable, and, again, the bomb could not have escaped notice. Therefore, the only conclusion to be drawn is that the bomb must have been laid inside the car. A bomb of some extremely ingenious design was fitted in the State car in which Chang Tso Lin was and exploded by an electrical fuse.

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MARSHAL LI TSAI HSIN.**LEFT FOR THE NORTH YESTERDAY.****TO ATTEND PEKING CONFERENCE.****DEMOLITION TO BE DISCUSSED.**

In response to several telegrams from the Nanking Government and from Marshal Chiang Kai Shek, Marshal Li Tsai Hsin, Chairman of the Canton Administration and several members of his staff arrived here yesterday morning by the Chinese gunboat *Haiyu* to take passage on the M.M. liner *Paul Lecat* for the North.

Marshal Li in an interview with local pressmen said that he will attend the Military Conference in Peking as well as the Fifth Plenary Session of the Kuomintang at Nanking. He believed that the chief topic to be discussed at the Military Conference would be the demobilisation of the troops now that the war is over.

Military Leaders Should Understand Each Other.

While he will only make a short stay in Shanghai, the Marshal is not expected to return to Canton in less than a month. He will first of all proceed to Peking where the big Conference will be held before the Plenary Sessions. Marshal Li thought that this was a good idea as it was essential that all big military leaders should come to an understanding before attending the Fifth Plenary Sessions at Nanking. The Sessions open on July 15th.

The Marshal's Three Reasons.

Marshal Li said that there are three reasons for his trip to Peking. The first and chief is that he has received several telegrams from the Nanking Government and from Marshal Chiang Kai Shek urging him to come North. Secondly, Marshal Li said that he will make a report to the Nanking Government as to what has been done in South for the rehabilitation of Kwangtung during the last six months. As his third reason, the Marshal said, "I wish to be present at the Fifth Plenary Sessions."

Opposed to "Leftists."

Marshal Li also said that he is opposed to the "Leftists" being admitted to the Fifth Plenary Sessions and mentioned the devastation of Canton brought about by the negligence of Chang Fat Rui and Wong Kie Cheong last year, as a reason for opposing any concession to the radical group.

The Marshal personally prefers that Nanking should be the Capital instead of Peking and expressed the opinion that Nanking would ultimately be chosen.

The Marshal's Party.

Marshal Li after a short stay on board the gunboat *Haiyu* crossed over to the *Paul Lecat*. His party includes his two children, Mr. Jaryen Dang, Chief Secretary, Mr. Tan Yin Chuen, Chief of the Hanyang Arsenal, and Mr. Liu Pak Fong, Chief Secretary of the Canton Political Council, Mr. Tai Chi Tau, Chancellor of the Sun Yat Sen University, Mr. Li Man Yan, Private Secretary to the Marshal, and Madame Tai Chi Tau. Admiral Chan Chak also accompanied the Marshal to Hong Kong to wish him bon voyage.

WHY DEPARTURE WAS DELAYED.

(FROM OUR CHINESE CORRESPONDENT.)

CANTON, July 3rd. Marshal Li's departure for the North had to be postponed for a day or two because General Wong Shu Hing, his most trusted subordinate who is to take charge of the government while the Marshal is away, had not arrived in Canton. General Wong, however, arrived late on Monday, so it was reported but no official statement has been made.

Mr. Tai Chi Tau, Chancellor of Sun Yat Sen University, is accompanying Marshal Li Tsai Hsin to Shanghai. The affairs of the University have been turned over to Mr. Chu Chia Hua, the Vice-Chancellor.

Marshal Li Tsai Hsin is also accompanied North by Mr. Tai Chi Tau, Mr. and Mrs. Li Man Ying, Mr. Tang Ka Ying, Mr. Yu Ching Man, Mr. Tang Yin Toon, Mr. Li Tai Yuen, Mrs. Li Tsai Hsin and her two children, and a few body guards of the Marshal. The party consists of about a dozen persons.

Mr. Fung Cho Man, Commissioner of Finance, was at first scheduled to go with Marshal Li. But on account of the many problems constantly arising out of the affairs of the Central Bank of China and the finances of the Province generally, the Commissioner has decided not to go although he was invited by Mr. T. V. Soong, Minister of Finance of the Nationalist Government, to Nanking to take part in the coming conference for the unification of China's currency. Commissioner Fung has sent Mr. Li Man Ying, Chief of the Bureau of Revenues, to represent him at the conference. Mr. Li is with Marshal Li Tsai Hsin.

FERTILISER OR EXPLOSIVE?**CHILEAN NITRATE.****MINISTER'S DEFENCE OF HIS COUNTRY'S WARES.****A QUESTION OF REVENUE.**

(FROM OUR CHINESE CORRESPONDENT.)

CANTON, July 3rd. Senor Santiago de Ossa, the Chilean Minister to China, is still in Canton on business. In an interview the Minister said to our correspondent that he had been staying in Canton for the past nine months, negotiating with the Canton authorities concerning the importation of the Chilean nitrate into Kwangtung. He further added that Chilean nitrate is imported free into every part of the world, including China, with the one exception of Kwangtung. This is done, Senor Ossa said, in the interests of agriculture and industry the world over. But the Kwangtung Government has placed the Chilean export on the explosives list, maintaining that it is a substance which could be easily converted into high explosive. The theory is simply out of date. To-day there are means of manufacturing explosives of a higher efficiency and at a lower cost than can be obtained from Chilean nitrate. Cotton also is used to make explosives and following this argument its importation and growth ought to be restricted and it should be put on the explosive list. Ever since this ban was put on, the Kwangtung market for Chilean nitrate has been at a standstill, for no farmer can afford to buy it on account of the prohibitive price fixed by the firm which has the monopoly of explosives with the Government.

QUESTION OF REVENUE.

Asked why the Kwangtung Government pursued this policy the Chilean Minister said that he was told by high Canton authorities that the conditions in Kwangtung are peculiar in that part of the Government revenue is derived from taxing explosives and materials for making explosives. Upwards of \$800,000 are collected each year by the Provincial Government in duties on explosives and materials for making explosives, including Chilean nitrate. This big sum is annually turned over to the Government by the Lee Lung Co., which in turn sells the articles for which it holds monopolies at fantastic prices. The demand for nitrate is small and the revenues derived from it, according to the Chilean Minister amount to only \$20,000 per year which is indeed a very small fraction of the revenues of the Province.

Our correspondent then asked: "If Chilean nitrate is struck off the explosive list and can be imported into Kwangtung on the same basis as any other nitrogenous fertilizer, such as sulphate of ammonia, how is the Government going to keep up its income?"

"The Kwangtung Government," he answered, "has already decided at its 50th meeting to remove Chilean nitrate from the explosive list and to treat it hereafter as a fertilizer. As to the \$20,000 of annual revenue deriving therefrom, the Government thinks that this is so very small a proportion of its budget that it can forego it with no appreciable hardship. Moreover, taxes deriving from better crops due to the application of Chilean nitrate would more than offset this small loss."

"If the Kwangtung Government decide to remove Chilean nitrate from the explosive list, can the Chilean produce now freely come in to Canton and be sold in the Canton market equally with any other fertilizer?"

FEAR OF "CROOKED PEOPLE."

"No," Senor Ossa said, "The Kwangtung Government wants to have the sales regulated for fear that certain 'crooked people' might surreptitiously convert the produce into potassium nitrate which is an ingredient of an explosive. I emphatically deny the necessity of any regulation governing the sale of the Chilean product. No other country is doing this, not even the rest of China herself. I think that Chilean nitrate should

(Continued on next column.)

ANTIMONY ORE APPEAL.**CHIEF JUSTICE RESERVES JUDGMENT.****ORE THAT DID NOT FULFIL SPECIAL PURPOSE.**

An appeal was heard yesterday in the Supreme Court before the Chief Justice Sir Henry Gollan and Mr. Justice P. Jacks against judgment given by the latter on the 1st September, 1927, in the case in which Messrs. John Batt & Co., Ltd., of London, sued Messrs. Silva Netto & Co., of Hong Kong, for damages for breach of contract. The London firm claimed \$365.25 being the equivalent in Hong Kong currency of £100 5s., the balance due on the sum of £203 4s. 3d., damages ascertained on May 19th, 1925, alleged to have been suffered by the plaintiffs by reason of a breach of contract by the defendants for the sale of antimony ore. The contract was stated to be contained in two cables.

Mr. Justice Jacks, after a prolonged hearing, gave judgment for Messrs. Silva Netto with costs.

The appellants, Messrs. John Batt & Co., were represented by Mr. F. C. Jenkin, instructed by Messrs. Johnson, Stokes & Master, while the respondents, Messrs. Silva Netto, were represented by Mr. C. G. Alabaster, K.C., instructed by Mr. Lee D'Almeida.

Mr. Jenkin in opening the appeal explained that the parties had been doing business together for some years prior to the date of the contract about which the dispute had arisen. They had, for their own convenience, a reference that was called a *pro forma* order to which both parties could refer by cable to terms of proposed contracts.

Ore Not Up To Expectations.

In the present case the ore was to be shipped from Hong Kong by Messrs. Silva Netto to London, and ore which was said to be in conformity with the contract was duly shipped to London. In the meantime, the appellants had entered into a contract for the re-sale of the ore to Messrs. Hallett & Sons. On arrival, however, Messrs. Hallett & Sons claimed that the ore did not answer to the contract and that it contained an undue amount of oxide. Although they had 70 tons of ore, it could not be correctly described as antimony sulphide ore, because of the amount of oxide.

Various cables and letters passed between the parties in which Messrs. Batt suggested to Messrs. Silva Netto that the dispute could be settled by an allowance of about \$4 per ton. The Hong Kong firm however did not feel that the claim was justified as the goods shipped conformed to the contract.

London Judgment.

The respondent suggested that the matter be sent to arbitration.

(Continued on next column.)

be imported into Canton and sold without any Government regulations of any sort on the same basis as other foreign nitrogenous fertilizers.

"Has the Kwangtung Government promulgated these regulations governing the sales of the Chilean nitrate yet?" our correspondent again asked.

"No, not yet. But I think it is going to very soon."

Continuing, Senor Ossa said he had had several talks with Marshal Li Tsai Hsin and other high officials of the Canton regime on the matter, and they were more or less favourably impressed with his statements. Then he went on to tell our correspondent of the cheapness and quality of Chilean nitrate as a fertilizer.

As the proposed regulations have not been promulgated, or even discussed by the Government, and therefore, the Lee Lung, hcm. has still the monopoly of its sales as an explosive. Chilean nitrate, is selling at a prohibitive price of over \$40 per picul.

In conclusion the Chilean Minister said that the Kwangtung Government would be making a serious mistake, should it promulgate any regulation governing the sale of Chilean nitrate. "Japan once did this very same thing," he said, "but later when the Japanese Government saw the futility of these regulations, it repealed them. And Japan is to-day importing nearly 100,000 tons of Chilean nitrate a year for agricultural and industrial uses. This is considered significant, because Japan is an artificial fertilizer producing country. Kwangtung was also an open market for Chilean nitrate prior to the establishment of the Republic and during Dr. Sun Yat Sen's reign. The Chilean product could then be freely imported into Canton and sold here on exactly the same basis as other nitrogenous fertilizers."

"We were then doing big business in Canton but since then the market has been closed."

and held to his view that the ore shipped was correct. "That is the defendant's song all the way. That he shipped no oxide at all. That is his case in a nutshell," said counsel. The correspondence would show that Mr. Silva Netto was taking up the position that he was under no liability at all, because he believed that he had, in fact, shipped the ore which was ordered. Mr. Silva Netto had said that he was prepared to settle the case if the claim was justified.

Mr. Jenkin went on to say that the matter was arbitrated upon in London and an award was made.

The award found that the ore supplied did not constitute good delivery against the contract and that the buyers were entitled to reject or accept it at a reasonable allowance. The allowance was worked out, added Mr. Jenkin, which resulted in a figure of \$187 being awarded to the buyers and five guineas costs.

Contracts Identical.

Mr. Silva Netto, continued Mr. Jenkin, was not satisfied with that award, as he was convinced that the proper ore had been shipped and failed to understand how the presence of so much oxide had been discovered in London. In a letter to London Mr. Silva Netto asked, for the terms of Messrs. Batt's contract with Messrs. Hallett & the ore. Mr. Jenkin emphasised the importance of that point, and said that in the correspondence Mr. Silva Netto accepted a letter from London saying that the contracts were identical in respect of the ore, and that, therefore, the identity of the contracts was accepted. The contracts were for good, merchantable sulphide ore without any stipulations as to percentages of oxide and antimony.

Counsel went on to say that they had obtained a copy of the contract between the two London firms, which had been shown to the other side, who would not agree to it, so that there would have to be evidence as to whether the two contracts were the same.

Messrs. Batt credited themselves with money they held for Mr. Silva Netto and sued in the Hong Kong Summary Court for the balance.

Respondent's Case.

Mr. Alabaster said that at the trial they called four witnesses to prove that they had supplied good merchantable sulphide. Mr. Silva Netto was able to produce samples of the shipment and another witness showed samples taken before the ore was shipped. It was proved, outside the correspondence, that good merchantable sulphide of 35 per cent. antimony was supplied.

Mr. Alabaster dealt at length with the question of the contract, saying that the circumstances of a contract were of vital importance when finding if there had been a breach or no.

Meaning of "A Unit."

During the afternoon session the Chief Justice remarked to Mr. Alabaster that he was not quite clear about the point which had been raised by him (Mr. Alabaster) as to the wording of the contract. In the contract the words used were so much per ton of ore and in one of the documents so much per unit. Mr. Alabaster said that his clients had agreed to pay so much per unit in each ton, the amount of antimony that could be got each one per cent is a unit.

Special Purpose.

Mr. Jenkin said that the question still remained as to whether the special purpose for which the ore had been purchased was common knowledge to both parties. Stress had been laid on this point by Mr. Alabaster. Mr. Silva Netto's case as it was put to the arbitrators through Messrs. Batt was that the award was made on the basis that the goods did not come up to the special purpose for which they were required. Mr. Silva Netto knew nothing about that special purpose.

The Chief Justice remarked that the difficulty was that the quality of the ore was not specified in the contract. The contract read "Sulphide with antimony content of not less than 30 per cent."

Mr. Jenkin contended that the contracts were, in all essentials the same. It appeared, he said, to him that the reason why in the arbitration Hallett's had laid stress on the purpose for which the ore was required was to explain the high price they had paid for it.

A Rare Commodity.

Sir Henry Gollan remarked that it had been suggested that the high price was paid owing to the nature of the contract, but Mr. Jenkin pointed out that if a high price were paid for some special reason it did not follow that the reason was common knowledge to both parties. Mr. Silva Netto, in one of the documents said that the supply of Chinese antimony sulphide was low, it was the rarity of the commodity which governed the price. In another letter Mr. Silva Netto said that antimony sulphide was short in the market and within a month of the contract the prices had risen. He submitted that there was no evidence that the arbitration had made the award on the ground that Messrs. Batt & Co., knowing that the ore was wanted for a special purpose, were liable because it would not fulfil that purpose.

The Chief Justice, Sir Henry Gollan, reserved judgment.

KWANGTUNG'S NEW GOVERNMENT.**FORMAL INAUGURATION.**

(FROM OUR CHINESE CORRESPONDENT.)

CANTON, June 3rd.

The inauguration of the new Provincial Government took place this morning at 9 o'clock in the Government House which was profusely decorated with flags, floral designs, and banners. With the exception of General Chen Ming Shu and one or two others, all the members of the new Provincial Government assembled together and took the oaths of office. All the Government secretaries and those of higher rank were required to be present and many speeches dealing with the constructive policy of the Government were delivered.

KWANGSI TRADE.

SPECIAL OFFICE OPENED IN BANK OF CANTON BUILDING.

The business community of Hong Kong and perhaps others may be glad to learn that the Bureau of Construction of the Province of Kwangsi has just opened a trade office on the 4th Floor of the Bank of Canton Building. The office is in charge of Mr. J. Y. Tam, Trade Commissioner, who was several years in business in other parts of China after having been trained in America. Mr. Tam will also act as special representative of the Bureau of Construction of Kwangsi in matters of general policy as well as looking after the actual business of promoting the sales of tin and other mineral products for which Kwangsi is now beginning to be known. Mr. Tam will be glad to meet all interested in the trade of Kwangsi either as an importer or exporter.

STRUCK BY A CAR.

FACTORY COOLIE'S DEATH.

Mr. R. E. Lindell sat as Coroner with a jury at the Central Magistracy yesterday to enquire into the circumstances of the death of a truck coolie who was knocked down by a motor car at Causeway Bay on June 23rd.

Evidence was given to the effect that the deceased and two others were pushing a truck back to On Lok Yuen Ice Factory at about 3 a.m. on that fatal morning. Motor car No. 437 came up from the rear and struck the deceased. He was removed to the hospital and died on the same day.

Dr. Thomas who performed the post mortem examination said that the case of death was shock and injury to the stomach wall. The unfortunate man also had two ribs broken.

The enquiry was then adjourned until next Tuesday.

TRAFFIC COURT.

NEGLIGENT DRIVING AT REPULSE BAY.

Evidence of negligent driving on the part of the Chinese driver of motor car No. 460 was given by Professor K. H. Digby when the man appeared before Major C. Willson at the "Traffic" Court yesterday morning.

Witness said that he was driving his car to Stanley and saw the defendant suddenly round a bend in the road at Repulse Bay driving on the wrong side. Owing to burrett trouble, witness was driving at a very slow speed and was thus able to avoid a collision. The defendant was fined \$20.

NANKING AS THE CAPITAL.

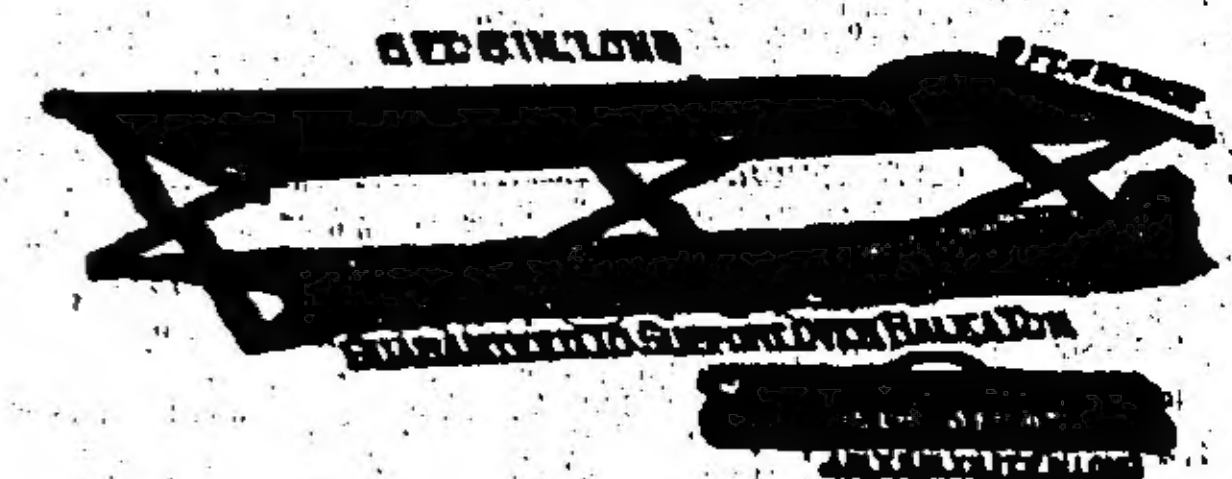
CHANGE DECIDED ON 17 YEARS AGO SAYS DR. C. T. WANG.

SHANGHAI, June 30th. Dr. Wang, interviewed by a *Kuo Min News* Agency reporter this afternoon, said:

"That Nanking should be the Capital of the country was definitely decided by the Party's late leader 17 years ago, and is a measure unanimously supported by the entire Chinese people. Furthermore, Government has incorporated the former Peking Metropolitan Area under the former Chihli Province into the new Province of Hopei. Peking has been renamed Peiping and is being converted into a Special Municipality. This is conclusive proof beyond the shadow of a doubt that Nanking is to be the Capital of China. There are various rumours abroad which are entirely groundless—*Kuo Min*."

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SUPPORTS

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MASSED
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BANDS
as at the
Royal
Albert
Hall.

471: IT'S RAY RAY RAINING... Fizz-Trot.

4713: I'D NEVER BE HAPPY ...

BLESS HER LITTLE HEART

4713: I LEFT MY SUGAR

STANDING ... Blues.

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[L.R.]

NEW ADVERTISEMENTS.

G. R. PUBLIC AUCTION.
PARTICULARS & CONDITIONS
of the Sale by Public Auction to be held on MONDAY, the 5th Day of JULY, 1928, at 3 P.M., at the Office of the Public Works Department, of One Lot of CROWN LAND at Shamshipo in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1896, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty's King, for one further term of 75 years, less three days.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measurements	Contents in square feet	Annual Rental	Upset Price
1	Lot No. 1193	Shamshipo	As per plan	69.0	£ 3	10.30

G. R. PUBLIC AUCTION.
PARTICULARS & CONDITIONS
of the Sale by Public Auction to be held on MONDAY, the 5th Day of JULY, 1928, at 3 P.M., at the Office of the Public Works Department, of One Lot of CROWN LAND at Tai Kok Tsui in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty's King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measurements	Contents in square feet	Annual Rental	Upset Price
2	Lot No. 1194	Tai Kok Tsui	As per plan	90.0	£ 10.4	10.075

THE CHINESE ENGINEERING & MINING COMPANY, LTD.

6% FIRST MORTGAGE DEBENTURES (KAILAN BONDS).

PAYMENT OF THE HALF-YEARLY INTEREST Due on 2nd JULY, 1928, will be made on presentation of Coupon No. 32 at any of the undermentioned Banks, viz.:

HONGKONG AND SHANGHAI BANKING CORPORATION.
CHANGHEE BANK OF INDIA, AUSTRALIA AND CHINA.
HONGKONG AND SHANGHAI BANKING CORPORATION.
BANQUE DE L'INDO-CHINE.
BANQUE DE L'INDO-CHINE.
The interest, less Income Tax at 4% in the 2, will be—
On £20 DEBENTURES: s. d.
Per Coupon (Gross) ... 12. 0.
Less Tax at 4% in the 2 ... 2. 4. 4/5
Net Amount Payable ... 9. 7. 1/5

On £100 DEBENTURES: s. d.
Per Coupon (Gross) ... 23. 0. 0.
Less Tax at 4% in the 2 ... 12. 0.
Net Amount Payable ... £21. 8. 0.

On £500 DEBENTURES: s. d.
Per Coupon (Gross) ... £15. 0. 0.
Less Tax at 4% in the 2 ... 3. 0. 0.
Net Amount Payable ... £12. 0. 0.

Payment will be made in Local Currency at the Demand, Buying Rate of Exchange of the Day the Coupon is presented.

By Order,
THE KAILAN MINING ADMINISTRATION,
P. C. YOUNG,
General Manager. [6446]

LANE, CRAWFORD, LTD.

OUR RESTAURANT and LOUNGES will be CLOSED to the General Public on WEDNESDAY, JULY 4th, From 3 P.M. Till 6.30 P.M. [6443]

INTIMATIONS.

HONG KONG FOOTBALL ASSOCIATION.

ANNUAL GENERAL MEETING.

THE ANNUAL GENERAL MEETING of the HONG KONG FOOTBALL ASSOCIATION will be held at VOLUNTEER HEAD-QUARTERS (GARDEN ROAD) at 3.30 P.M. on THURSDAY, JULY 5th, 1928.
W. E. HOLLANDS,
Hon. Secretary. [6447]

THE CHINA LIGHT & POWER COMPANY (1918), LIMITED.

NOTICE IS HEREBY GIVEN that an INTERIM DIVIDEND of FIVE PER CENT. on the Paid-up Capital of the Company has been declared in respect of the Financial Year ending 30th SEPTEMBER, 1928, and that such Dividend will be Payable on TUESDAY, 7th AUGUST, 1928, on and after which Date Dividend Warrants may be obtained upon Application at the Head Office of the Company, St. George's Building, Hong Kong.
The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, 23rd JULY, 1928, to MONDAY, 6th AUGUST, 1928, Both Days inclusive.
By Order of the Board of Directors,
SHEWAN, TOMES & CO.,
General Managers. Hong Kong, 29th June, 1928. [6444]

ROYAL HONG KONG GOLF CLUB.

NOTICE IS HEREBY GIVEN that the following DEBENTURES were DRAWN at the Club Office on FRIDAY, the TWENTY-NINTH DAY of JUNE, 1928:—

1	172	410	528
2	177	412	529
3	198	414	542
4	215	420	549
5	221	421	552
6	225	429	554
7	230	432	558
8	242	448	564
9	244	449	565
10	245	450	568
11	255	454	579
12	264	458	583
13	269	459	597
14	270	461	601
15	271	462	613
16	272	471	625
17	279	472	636
18	288	476	651
19	288	483	655
20	298	494	658
21	307	506	672
22	308	507	674
23	406	508	675
24	408	523	676
25	409	525	695

Holders of Drawn Debentures who desire to be paid on the 16th JULY, 1928, are requested to inform the ACTING SECRETARY on or before SATURDAY, 14th JULY, 1928.

AND NOTICE IS HEREBY GIVEN that DEBENTURES numbered as above which are Not Cashed on 16th JULY, 1928, will Cease to bear Interest on 15th JANUARY, 1929, and will be Paid on 15th JANUARY, 1929.

By Order of the Committee,
B. O. BLAKER,
Acting Secretary,
ROYAL HONG KONG GOLF CLUB.
Hong Kong, 28th June, 1928. [6448]

"THE PEAK FLATS."

SITUATED within Two Minutes' Walk from the Tram Station and overlooking the Southern Side of the Island. Ready for Occupation in JULY. Five-Roomed FLATS and Six-Roomed FLATS with all Modern Conveniences, Drying Rooms and Out-houses, Two Lifts.

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ACCOMMODATION REQUIRED.

A Number of Two, Three and Four Roomed Unfurnished EUROPEAN FLATS will probably be Required on Lease at KOWLOON in DECEMBER NEXT. Complete Blocks of Flats preferred, but Single Flats not objected to.

Send Full Particulars in Writing Not Later Than FRIDAY, 6th JULY, to OFFICER in CHARGE, QUEEN'S ROAD CENTRAL, Hong Kong. [6451]

TO LET.

A FLAT in CANNON BUILDINGS, Kowloon.
FLATS at MAY ROAD, Hong Kong.
Apply to—
HUMPHREYS ESTATE AND FINANCE CO., LTD.,
ALEXANDRA BUILDING. [6201]

REQUIRED by European Paper Mill LOCAL RESIDENT AGENT for HONG KONG.
Must know Paper Trade Thoroughly. All Encouragement given to Energetic Man. Write Full Particulars, Age, Experience, to: Box No. 6439, c/o "HONG KONG DAILY PRESS," 21, BRIDGE LANE, FLEET ST., LONDON, E.O.4, ENGLAND. [6449A]

INTIMATIONS.

TO BE LET OR SOLD—Commodious BUNGALOW at MAGAZINE GARD, near MOTOR ROAD, Good Garden. Private Garage. Apply: Box No. 6273, c/o Hong Kong Daily Press. [6273]

TO LET—Furnished for 4 Months Four Roomed HOUSE on BOWEN ROAD, Small Garden. Moderate Rental. Apply: JOHN D. HUMPHREYS & SON, ALEXANDRA BUILDING. [6330]

SEMI-DETACHED HOUSE, with Flush Installation, No. 5, CONNOR ROAD, Three 3-4 Roomed FLATS, in Nos. 14 and 18, CONNOR ROAD. Apply to: H. M. NEMAZER. [180]

Can Anyone recommend An Experienced BOY also a Good COOK for a Small Family at PEAK?—Apply Box 6455, c/o Hong Kong Daily Press. [6455]

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66, QUEEN'S ROAD CENTRAL, 1st Floor.
TEL. C. 5009.

\$240,000—Available for Investment on Mortgage of First Class Property in Hong Kong, subject to a Trustee Valuation. Apply: DEACONS, 1, DES VEXES ROAD, Hong Kong. [6440]

MARRIAGE.

FARQUHARSON-PEET—At the Union Church, Kowloon, on 30th June by Rev. LYMAN P. PEET, D.D. (Father of the Bride), Andrew Taggart Phillips, younger son of Mr. and Mrs. JOHN FARQUHARSON, Blairgowrie, Scotland, to RUTH LUCRETIA only daughter of Rev. and Mrs. LYMAN P. PEET, Foochow, Fukien.

Hong Kong Office: 11, Ice House Street.
London Office: 21, Bride Lane, Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, JULY 4th, 1928.

DR. VORONOFF, AN UNAPRECIATED BENEFACTOR.

WHEN Dr. VORONOFF announced during his recent visit to England that the experiments upon which he and other scientists were engaged might eventually result in the prolongation of human life to about one hundred and fifty years, his statement was not received with enthusiasm. It was obvious, in fact, that the human mind, and often a well educated human mind at that, still revolts against anything new which is likely to alter the foundations of human life and human beliefs. Wireless has met with practically no opposition but motors, which have changed the world more than was imagined possible in the days when they were "the toys of the rich" provoked a hostility that did not end with coach builders and horse breeders. So in the realms of science and of thought, men of great rectitude and intelligence in past ages so far forgot themselves as to attempt, with varying success, the persecution of GALILEO, DARWIN and other disturbers of those doctrines upon which civilization appeared to be built. It has always been easy to think in a superior way about the unenlightened ages, but now, when Dr. VORONOFF comes along with perhaps the greatest scientific discovery of any epoch he gets little better treatment than earlier pioneers of truth. He is (I) misrepresented, (II) abused.

Working upon well known lines of research he has discovered that the general failing of human powers, called senility, is due to an atrophy of certain organs. He finds that one gland acts as a main spring to the whole body and he has demonstrated by working in another direction that physiologically this gland is exactly similar in certain of the apes and in man. In some 1,300 instances he has performed a transfusion operation with complete success in the

INTIMATIONS.



AWARDED 50 GOLD & PRIZE MEDALS. IT NEVER VARIES!

SOLE AGENTS—A. S. WATSON & CO., LTD.
WINE AND SPIRIT MERCHANTS.
PHONE C. 616. [50]

majority of cases. Unfortunately the gland has the label of the "sexual gland," and herein lies the handle for a campaign of vilification. The accusation is, of course, that Dr. VORONOFF is seeking to populate the world with a terrible race of mongrel men-monkeys who ought long ago to have been in their graves. The extraordinary thing is that so able and broad minded a man as Dean Innes should be among the inquisitors. In the course of an interview with the London paper, Dr. VORONOFF maintained strenuously that his object is not to reawaken sexual desire. That, he says, does not always follow, but what does follow is a physical and psychological change for the better. There is, he maintains, no fear of the transference of animal instincts. As there are in the world over a thousand of his subjects there should not be the least difficulty in verifying Dr. VORONOFF's statement. We believe that the ex-Kaiser was among the patients of either Dr. VORONOFF or one of his colleagues. The former Emperor of Germany is a case to which the scientists can point with pride, for it is impossible to deny that WILLIAM II. has borne his exile with dignity and resignation, and he is now a very much pleasanter and saner person than when he periodically shook his mailed fist in the face of Europe.

It would, of course, be vastly inconvenient to many of us with ambitious life, which means the vigorous mental life of middle age, were thus prolonged from twenty to about a hundred years. One can excuse for example, a young cleric for finding ample theological and humanitarian reasons against the rejuvenation of an aged bishop. After expatiating on the cruelty involved to the ape we can see him, with the serene inconsistency that makes life possible, sitting down to a dinner of forcibly fed capon.

The idea of prolonging life is not a new one. Legend and mythology are full of it, and Mr. BERNARD SHAW has written a play of prodigious length to prove that if the world is ever to be set in order human life must be longer; that our troubles are due to immaturity and to the fact that a man no sooner begins to learn wisdom than his powers fail. Dr. VORONOFF, however, opens up possibilities that have an element of the terrible. Each human being would need at

least one simian shadow to call upon when revitalising became necessary. This would involve a continent full of apes with a special civil service to look after them, to keep them in order and catch them when required. Political questions of the gravest magnitude might arise as the need grew for more and more apes. To the present "colour bar" in certain places might be added a strenuous prohibition of simian immigration.

One Chinese case of enteric was reported during the week end.

The total output of the Kailan Mining Administration's mines for the week ending June 8th amounted to 105,863 tons, and the sales during the period to 67,921 tons.

For causing unnecessary cruelty to pigs by failing to provide the bottom of the grate with matting, two men were fined \$5 each at the Kowloon Court yesterday.

Col. A. H. Gladstone-Newcomen, who fought in the Boxer war in China, and later in Egypt, South Africa, and France, has died on his farm in Northern Alberta, aged 78.

The engagement is announced of Miss T. A. W. Atkinson, R.N., only son of the late C. W. Atkinson, M.A., and Mrs. Atkinson, to Miss Mary, elder daughter of S. D. Carothers, A.M.I.C.E., and Mrs. Carothers, recently of Hong Kong.

The record of rainfall at the Botanic Garden for June states that a total of 13.64 inches fell. Of that 5.23 inches fell on June 1st and 3.03 inches on the 11th. Falls of 1.33 inches and 1.93 inches were reported for the 22nd and 30th. Rain fell on 16 days.

Three Chinese were brought before Mr. R. E. Lindsell at the Central Magistracy yesterday charged with thefts from the matsheds at the Kennedy Town bathing beach. One man was sentenced to a month's hard labour and the others to six weeks' hard labour.

A long pole and a pair of scissors were used against each other when the master of a barber shop and an assistant failed to settle a dispute about money. The men appeared before the Kowloon Magistrate yesterday bearing marks of the fight and were bound over for their future good behaviour.

Women of Suffolk presented a White Ensign to the new cruiser Suffolk, which left Portsmouth on June 1st, and a message was received stating "All officers and men send their greetings on leaving for China, where, assisted by our regiment, we hope to bring fame and honour to the name of Suffolk."

The late Mr. Thomas Outberrington, formerly of Singapore, East India merchant, lately Chairman of the Nordinall (Johore) Rubber Estates and of Messrs. White, Palmer & Co., Ltd., Deputy Chairman of the London board of the Union Marine Insurance Co., left £278,385, net personally £278,323.

A Chinese employed as a cook on the S.S. Lungshan, in answer to a charge of possession of 40 taels of opium, told the Central Magistrate yesterday that he was given the opium by a passenger. Remarking that the defendant was using his position on the vessel for smuggling, the Magistrate fined him \$3,000 or six months' hard labour.

The London Gazette of June 28th contained an announcement, dated May 29th, that Lieut. Comdr. W. G. Laly, has been placed on the Retired List of the R.N.R. Lieut. Comdr. Laly was captured by Chinese pirates near Ichang at the end of last year and had to have a leg amputated after being held to ransom for several weeks. He was awarded the O.B.E. for bravery in protecting British shipping at Wansien, on the Upper Yangtze.

The late Mr. Nicholas Moalle, of Onkhorst, retired master mariner, left £29,020, net personally £24,081. The ultimate residue of the property is bequeathed: one-third to the British Consul in Amoy, to be used for the promotion of English Commercial Education for Medical purposes among the Chinese in the islands of Amoy and Kulangan, and two-thirds to Lord Roberts Memorial Fund, for the benefit of soldiers and sailors disabled in the war against Germany.

A very successful ladies' whist drive in aid of the funds of the local police branch of the M.C.C. took place yesterday afternoon at the Helena May Institute, Mrs. E. D. C. Wolfe and other helpers being responsible for the arrangements. There were 93 players, the prize winners being:—1st, Mrs. Bloor; 2nd, Mrs. McNelly; 3rd, Mrs. Swan; 4th, Mrs. Russell; 5th, Mrs. Wallace. It is expected that about \$120 will be cleared.

WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 3.10 p.m., stated:—

A wedge of high pressure extends from S.W. Japan to South Manchuria. Pressure is low over China. Local Forecast:—South Winds, moderate, fair.

MIRACLES OF LOURDES.

LECTURE BY FATHER G. BYRNE, S.J.

CASES ATTESTED BY DOCTORS.

"FACTS OPEN TO INSPECTION."

Father G. Byrne, S.J., lecturing to the Old Boys' Association of St. Joseph's College gave a most interesting account of Lourdes, the famous shrine of France and of the miracles, which are said to have been performed here and for the authenticity of which evidence of a very remarkable nature was produced.

Amongst those present were: The Right Rev. Bishop H. Valtorta and several clergy; the Italian Consul-General, the Superior-General of the Milan Foreign Mission; Messrs. G. P. de Martin, J. P. Braga, F. M. N. da Silva, H. Barnes, Dr. E. de Souza and a group of University students.

The lecturer said: "On August 23rd, 1926, a fragile woman, with a pale emaciated face, entered the Medical Bureau of Lourdes. She claimed to have been suddenly cured of a large fibroid tumour. She handed in the following certificate, signed by her doctor:—

"Craon, June 23rd, 1926.—I, the undersigned, certify that Madame Augault, living at Craon (Mayenne), is suffering from a voluminous fibroid of several years standing, which several surgeons, on account of her bad health have deemed inoperable. The patient can take only liquid nourishment, at the most two cups a day, and has for several weeks had to have rectal injections of serum administered drop by drop. Her general condition is very grave, the patient being much emaciated and extremely anemic." Signed: Dr. Falgaux.

What had occurred to her? On August 21st, when the Blessed Sacrament was being borne past her, her malady disappeared. An examination after this event her doctor adds "I cannot see any scientific explanation of this cure." Another doctor, Dr. Judge, who had journeyed from Marseilles to see her, said "In my opinion it is not possible to doubt that Madame Augault experienced an amelioration absolutely abnormal and scientifically inexplicable."

Madame Augault is not an isolated case. Every year, at Lourdes, there are large numbers of cures, which are quite inexplicable according to any of the principles of medical science. When these cures were first noticed abroad, the Medical Faculty, as a whole, ignored them or felt inclined to class them as functional disorders, healed by "Suggestion." But "Suggestion" had soon to be ruled out of court. "Suggestion" does not mend broken bones nor instantly remove tumours. Compelling evidence, on the testimony of many doctors, revealed that something extraordinary was constantly taking place at Lourdes, O. Medical men, from all parts of Europe, began to make first-hand investigations. The results of these investigations are entered at the Medical Bureau, which was established for that purpose in 1892. During a recent period of six years as many as 3,310 doctors' names were inscribed on the register. Last year six hundred doctors visited Lourdes; from April to November, 1926, 730 of all nationalities, creeds, and no-creeds passed through.

British War Veteran Cured.
To Madame Augault's case we might add the following example: John, a Frenchman of Liverpool, many times wounded in the war, was discharged from the army and treatment was discontinued, as he was deemed incurable, he was awarded a hundred per cent. pension. His actual state was: complete paralysis of right arm and forearm, claw-hand, atrophy of all the muscles of arm, forearm, shoulder and chest, large trephine wound of skull, with hernia of brain; visible cerebral pulsation, loss of control of urinary and anal sphincters, loss of sensibility of lower extremities and most severe Jacksonian epilepsy, three fits a day. He went to Lourdes in July, 1923, and within four days he was a cured man.

A Modern Day Saint.

Though Lourdes had quite an interesting history in the 14th century, to-day it would have remained as it was up to 1858, a small town in the South-West of France, picturesquely nestling at the foot of the Pyrenees, and quite untroubled by visitors from the outside world, were it not for a little peasant girl—Bernadette Soubirous.

Bernadette was a delicate girl, ignorant and the child of such poor parents that she and her little brothers and sisters used to go-out gathering sticks, fags and bones to sell in order to earn a few cents. On one of these expeditions she claimed to have had a vision of a beautiful lady, who proclaimed herself "The Immaculate Conception." In all, from February to April, 1858, there were 13 visions. (Continued on next Column).

WIDOW'S LARGE ESTATE.

GROSS PROPERTY OF £62,000.

OVER TWO LAKHS IN COLONY.

The late Mrs. Mary Kathleen Liguori Gambro, widow, who died at No. 38, Courtfield Gardens, Kensington, on April 4th, 1923, left estate in Hong Kong amounting to £203,900. Property outside of the Colony is valued at £22,324 Gs. 10d. Gross.

The deceased formerly resided at 41, Upper Richmond Road, East Putney. In her will she bequeaths everything to her cousin, the Rev. Charles Leslie Hawkford Duchesne. The bequest of the probate of her will has been granted to Mr. M. H. Turner, attorney for the executor.

A Chinese Woman's Estate.

Property in the Colony valued at \$16,500 has been left by a Chinese, married woman, who died intestate on April 29th, 1928, at the Yueng Wo Nursing Home. Letter of administration has been applied for by deceased husband, Felix Yung, of No. 2, Stanton Street.

The figure was seen by the child in a grotto; by the river Gave. The child was submitted to severe and endless examinations, on the subject, by ecclesiastics, by doctors, by lawyers, by police commissioners, by people in authority and by people without any authority, by those who tried to make her contradict herself. All were impressed by the candour, sincerity, and consistency of her replies.

On most of the eighteen occasions of her visionary experience the child was watched by crowds, who had followed her to the spot. All were impressed by the beautiful transfiguration, which took place in her, that she was in touch with a world of reality, hidden from them.

The Virgin, who appeared to her, told that pilgrims should come to the Grotto: they should make the sick wash in the water there and drink of it, and many would be healed. The experiences of this child have transformed Lourdes. Magnificent Basilicas have been erected. Every year about a million pilgrims visit it and, every year, scores of invalids, who have been pronounced incurable, are cured.

There must be some cause for these cures. Those who would invoke science to preclude any explanation except a natural one, at first, attributed the effects to the therapeutic powers of the water. The water was analysed by an expert, Mr. Fihel, who declared it to be devoid of any such properties and to be of the same chemical value as that in the centre of the town. Besides, water has yet to be discovered which will instantly repair organic lesions. In the second place many of the cures have no connection with the water of the Grotto. They are, effected, as was Madame Augault's, when the Blessed Sacrament is being borne past the sick.

The next explanation was "Suggestion," but, as Dr. Bernheim, the head of the famous school of "Suggestion," at Nancy, said: "Suggestion is a remedy which is almost exclusively functional. It may succeed in establishing again disturbed functions but it cannot cure diseased organs."

"These Cures Are Miracles." There is only one satisfactory explanation. These cures are miracles. What! My 20th century scepticism will exclaim: happenings against the laws of nature, which our science has proved to be unchanging! No, my friend, miracles are not against the laws of nature, they are very much in harmony with the beauty of these laws, they are beyond their reach, which is quite a different thing from being contrary to them. The football, kicked into the air, must fall to earth again. Often it does not. Has something contrary to the laws of nature happened? No, the player has caught the ball. He has not contradicted the law of gravity, he has just slipped in between it and its pull on the ball. He has suspended its action in his case. God is surely Master in His own Universe. He may, at any moment, intervene to arrest the natural working of these laws, without contradicting these laws. Such an action, on the part of God, is not against the laws of nature, but it is beyond their limited scope.

The wonderful facts of Lourdes are open to inspection. Doctor, Scientist, Lawyer, layman, all may go and see. A distinguished doctor, Sir Bertram Windle, M.D., Sc.D., a Fellow of the Royal Society, pathologist and anatomist has written on this theme. He closes an interesting chapter with the query: "Did these things happen as they are reported to have happened? If they did, can they be accounted for on medical lines? And if not, then how are they to be accounted for?"

That Bernadette has passed from the land where visions astonish to the land where their beauty dwells is the belief of the Catholic Church, testified by the solemn honour of Beatification recently accorded to her.

CHIANG KAI SHEK'S ARRIVAL
IN PEKING.

CONFERENCES AND DEPUTATIONS.

REVIEW OF POLITICAL SITUATION.

YEN SHIH SHAN RETIRING TO
SHANSI?

Peking is in a great stir over the arrival of the Southern war-lords. Crowds stood round the railway station all night in order to catch a glimpse of Chiang Kai Shek on his arrival. He did not remain in Peking but proceeded almost immediately to the Western Hills, where he is staying.

Throughout the day there was a continual stream of visitors to the Generalissimo. The leading generals, with the exception of Feng Yu Hsiang, who has not yet arrived, held a preliminary conference, while deputations from the Chamber of Commerce and other public bodies were received by the Marshal himself or his subordinates.

Chiang Kai Shek, while on his way to Peking, made a statement upon the present situation. On the question of the disarmament of troops, he said that the total expenditure cannot be more than 40 per cent. of the receipts of the National Treasury, while the number of troops to be disbanded is not to exceed 600,000.

A Reuters message from Peking states that the Nanking Government intends to appoint Dr. Chu Chao Hsin, the present Commissioner for Foreign Affairs in Canton, to the post of Vice Foreign Minister at Peking. In an interview with the *Daily Press* correspondent at Canton two days ago, Dr. Chu expressed himself as uncertain whether he should remain at Canton, or go either to Peking or Japan.

General Yen Shih Shan is reported to have ordered 20,000 Shansi troops to proceed to Taiyuanfu. This is understood to mean that the Shansi Tüpan intends in the near future to return to his own province.

FENG DELAYED.

[THROUGH REUTERS' AGENCY.]

PEKING, July 3rd.
Marshal Chiang Kai Shek arrived here at seven o'clock this morning.
Marshal Feng Yu Hsiang has not arrived but it is announced that he may come in a week's time.

TRIUMPHAL ENTRY.

[THROUGH REUTERS' AGENCY.]

PEKING, July 3rd.
Li Tsung Jen preceded Chiang Kai Shek into Peking, where a large body of officials met Chiang's party. Crowds of Chinese waited at the station throughout the night in order to catch a glimpse of the Nationalist Generalissimo.
Marshal Chiang Kai Shek, accompanied by his wife, immediately left the city for the Western Hills, where they are staying at a Chinese residence in Hsiangshan, the former imperial hunting park, which is near Sun Yat Sen's burial place, Piyansu.

HEARING DEPUTATIONS.

[THROUGH REUTERS' AGENCY.]

PEKING, July 3rd.
Li Tsung Jen is making his headquarters with Pei Tsung Hsi. They, with Yen Shih Shan, left for the Hills this afternoon for a conference with Chiang Kai Shek.
Deputations from the Chambers of Commerce and other public bodies also journeyed to the hills this afternoon. Chiang Kai Shek saw some of them personally and deputed his subordinates to interview other callers.

CHIANG KAI SHEK'S VIEWS.

(Chien Wan Yat Pao.)

SHANGHAI, July 3rd.
Marshal Chiang Kai Shek issued a declaration expressing his attitude towards outstanding political problems, on his way to Peking from Paoing. The substance of the declaration is as follows:
"While the detailed plan of disbanding superfluous troops is awaiting the consideration and decision of the coming military conference, the essential point which must be insisted upon is that the total expenditure for the purpose cannot surpass 40 per cent. of the total receipts of the National Treasury. The troops liable to be disbanded will be limited to 600,000."

"I am of the opinion that it is not the right time to hold a People's Convention immediately, but the date for holding this convention will be decided upon at the coming Kuomintang Plenary Session."
"The transfer of China's capital to Nanking has been realised. The Nationalist Government will not pay any regard to whether foreign Legations in Peking will follow the transfer or not."

VICE-FOREIGN MINISTER.

[THROUGH REUTERS' AGENCY.]

PEKING, July 3rd.
It is reported that the Nanking Government intends to appoint Chu Chao Hsin Vice-Foreign Minister, and station him at Peking for dealings with the Foreign Ministers.

COMPENSATION IN
CHINA.

BRITISH FIRMS' PROPERTY.

NANKING'S OBLIGATIONS.

[THROUGH REUTERS' AGENCY.]

LONDON, July 2nd.
Several questions, asked to-day in the House of Commons, related to the payment of compensation or the restoration of property of dispossessed British firms in China.

Sir Austen Chamberlain stated that the total claims in connection with damaged property at Kiating exceeded the amount of the indemnity, and Sir Miles Lampson had been instructed to pay all verified claims after careful scrutiny.

As regards British property occupied by Chinese troops at Chinkiang, the British Government have been expecting the Nanking Administration to fulfil their obligations in the matter and are carefully observing their conduct with regard thereto.

Regarding Nanking, Mr. H. W. Looker asked if the Government could hold out any hope that the Nanking Government would recognise its obligations, but Sir Austen Chamberlain replied that he was not able to make any promises on behalf of the Nanking Government.

THE ARCHBISHOP'S
REVIEW.

VARIATIONS FROM OLD LAW.

NO FURTHER MEASURE.

[THROUGH REUTERS' AGENCY.]

LONDON, July 2nd.
A warm ovation from the crowded public galleries was accorded the Archbishop of Canterbury at the opening of the summer session of the Church Assembly at Westminster, at which the Archbishop reviewed the situation arising out of the rejection of the Prayer Book.

He said he was expressing the view of the whole of the Diocesan Bishops when he declared that it was a fundamental principle that the Church must ultimately retain its inalienable right to formulate its faith and arrange for the expression thereof in forms of worship.

He expressed the hope that a strong and capable Committee of statesmen and churchmen might be appointed to consider whether a readjustment was required for the maintenance of this principle. In the conditions of the present age he ruled out the possibility at present of submitting a further Measure to Parliament.

Sanction of Variations.

[BRITISH WIRELESS SERVICE.]

During the course of his address the Archbishop of Canterbury said it was too early to judge the rejection of the Prayer Book finally, although he considered the House of Commons vote mistaken and deplorable in its incidence and consequences. He could not see how the Assembly could be expected to present a further Prayer Book measure to Parliament.

The Bishops would have to consider what variations they could or ought to sanction. The Bishops, who were in session last week, would meet again in September for further consideration of these problems. The Central deliberative bodies of the Church must also, in due course, be consulted.

REBELS ROUTED IN
MEXICO.

96 KILLED AT LA GRIEGA.

[REUTERS' AMERICAN SERVICE.]

MEXICO CITY, July 2nd.
Two hundred insurgents attacked the garrison at La Griega to-day but Federal reinforcements dispersed the rebels who left 26 dead, and were forced to abandon quantities of ammunition and horses.

TO ATTEND CHANG TSO
LIN'S FUNERAL.DIGGING TRENCH FOR
DEFENCE.

[NAVAL WIRELESS.]

A Naval Wireless dated July 2nd states that all is quiet at Tangshan and at the mines, but heavy troop movements by train from the west to the east are reported. This indicates that Chang Tsung Chang's forces are concentrating on Luangho, near Luangchow.

At Wanzhi the troops are busily engaged in defence work. They are adopting the trench system of defence.

Chang Tsung Chang is reported to have gone to Mukden in order to attend the funeral of the late Marshal Chang Tso Lin. "2,000 of Chang Tsung Chang's Shantung forces have arrived at Chinwangtao from Tientsin. Disembarkation has been delayed owing to rail transport not being available."

BRITISH CRUISER
AGROUND.

FEARED TOTAL LOSS.

HEAVY SWELL RUNNING.

[REUTERS' AMERICAN SERVICE.]

HALIFAX, July 2nd.
The cruiser H.M.S. *Dauntless* has gone aground on the Tribune Shoals, inside the entrance to the harbour, owing to fog.

There are no casualties.
Captain K.W.D. Macpherson gave the order to abandon the ship four hours after striking the shoal, and he also ordered all vessels around the cruiser to keep clear as there was a danger of her breaking in two.

The men, with their effects, were removed in lifeboats and placed aboard the Canadian cruiser, *Restouet* and *Exeter*.

It is feared that the *Dauntless* will be a total loss. The entire crew has been taken off except for fifty officers and men who remained on board through the night.

Local reports indicate that the *Dauntless*, which in accordance with Naval custom declined the services of a local pilot, mistook the buoy marking the fairway in the thick fog.

A heavy swell is running and the Cruiser's forepart is now grinding steadily on the sharp edges. Water has rapidly risen to the lower compartments, and salvage experts consider it unlikely that the ship can be refloated. They think she will soon break up if the wind rises. The *Dauntless* only recently joined the North Atlantic Squadron and left Bermuda on June 29th for Halifax, engaged on a summer cruise. She has grounded on the same shoal on which H.M.S. *Tribune* was lost years ago with heavy loss of life.

H.M.S. "KENT."

FAREWELL AT CHATHAM.

There was a large crowd at Chatham Dockyard to say "Farewell" to the new cruiser *Kent* when she left for Sheerness to take in stores. She will then proceed to China, where she will remain for two years as Admiral Tyrwhitt's flagship.

WELCOME FOR "BREMEN"
FLIERS.

OVATION AT CROYDON.

ARRIVE WITH THE COFFEE.

[THROUGH REUTERS' AGENCY.]

LONDON, July 2nd.
The heroes of the Bremen flight, Major Koehl, Baron Von Huenefeld and Commandant Fitz Maurice were lustily cheered at Croydon on their arrival from Hamburg on board the *Europa*, a sister plane to the *Bremen*, in response to an invitation to visit Great Britain.

They arrived late, reaching the Savoy Hotel while coffee was being served at the luncheon arranged by the Royal Aero Club in their honour. Lord Thomson, who presided, welcomed the aviators.

SOVIET ESPIONAGE
CHARGE.

AIDE-DE-CAMP RELEASED.

GRAVE CHARGES.

[THROUGH REUTERS' AGENCY.]

RIOA, July 2nd.
The examining Magistrate has ordered the release of Captain Lange.

It is semi-officially stated that, in view of the grave nature of the charges, it is expected that Capt. Lange will return to Russia immediately, and that his chief, M. Soukoff, will be recalled.

A message of May 14th stated that the Latvian police had arrested Captain Lange, Aide-de-Camp to the Soviet Military Attaché, on a charge of inducing Latvian officers to reveal military secrets.

A Latvian captain and a staff lieutenant have also been arrested.

SHARP FALL IN U.S.
MARKET.

BANKS CALL IN LOANS.

[REUTERS' AMERICAN SERVICE.]

NEW YORK, July 2nd.
10 per cent. "call money" made its appearance in Wall Street to-day for the first time since 1920, and the stock market in consequence fell sharply.

As a result the local banks have called in \$70,000,000 in loans as it is believed in some quarters that the call money will go higher.

DUTCH PILOT KILLED.

[THROUGH REUTERS' AGENCY.]

AMSTERDAM, July 2nd.
A military aeroplane crashed near Grave, the pilot being killed and the observer injured.

UNIQUE SITUATION
IN INDIA.GOVERNMENT MACHINERY
PARALYSED.

"NO TAX" CAMPAIGN.

[THROUGH REUTERS' AGENCY.]

BOMBAY, July 3rd.
A situation unique in the annals of the British Administration of India is reported by the *Times of India* from Bardoli, one of the richest districts in the Bombay Presidency.

A "No Tax" campaign has completely paralysed the Government machinery, and as a result nobody can even stir from their house without the knowledge and consent of the leaders of the campaign.

Subordinate Government officials themselves are practically dependent on the goodwill of these leaders for supplies, conveyance, etc.

Valla Bhai Patel controls the campaign, which is backed not only by local wealth, but also by a monthly "dole" of five lakhs of rupees from fellow villagers who are now settled in South Africa.

POLICE COMMISSIONER
RETIRE.

LORD BYNG AS SUCCESSOR.

GREAT WAR RECORD.

[BRITISH WIRELESS SERVICE.]

RUGBY, July 2nd.
Sir William Joynson-Hicks, the Home Secretary, announced in the House of Commons that Sir William Horwood, the Commissioner of the Metropolitan Police, had intimated, early in the year, his intention of retiring in the late autumn on attaining the age of sixty years.

The King on the Home Secretary's recommendation had approved the appointment of Viscount Byng of Vimy to succeed Sir William Horwood.

Lord Byng has had a long and distinguished military career and is chiefly remembered by his defence of Vimy Ridge during the war when in command of the Canadian forces.

After the war, Parliament granted him £30,000 as a mark of appreciation of his services and the King conferred a Barony on him.

In 1921, he succeeded the Duke of Devonshire as Governor-General of Canada from which position he retired in 1926.

ARCTIC AIRMAN'S PLANS.

NO RIVALRY WITH BYRD.

FAR FLUNG ROUTE.

[REUTERS' AMERICAN SERVICE.]

NEW YORK, July 2nd.
Sir Hubert Wilkins and Lieut. Carl B. Eidsen arrived here to-day and were accorded a civic reception at the City Hall in honour of their Alaska-Spitzbergen flight, but there was no great excitement.

Sir Hubert Wilkins confirmed recent statements that his forthcoming Antarctic flight would not conflict in any way with that of Commander Byrd, who is going to explore the south polar basin.

Sir Hubert says he will confine himself to the frozen coast, his main object being to find a site for a meteorological station. He will work up the west coast of the Americas to Alaska and will then fly to Japan, via Siberia. He will return to Australia after a round Asia flight.

Sir Hubert Wilkins and Lieut. Eidsen are making an aerial tour of the United States, ending up at Los Angeles on September 1st.

ITALY AND AUSTRIA IN
AGREEMENT.MISUNDERSTANDINGS
SETTLED.

[THROUGH REUTERS' AGENCY.]

ROME, July 2nd.
It is semi-officially stated that in consequence of an exchange of cordial messages between Signor Mussolini and the Austrian Chancellor regarding the Upper Adige, the Italian Minister, who was recalled from Vienna, has been ordered to return.

The recall of the Italian Minister in Vienna was said to be owing to protests in the Austrian Chamber against the alleged oppression of the Austrian minority in the South Tyrol.

THE BOLL WEEVIL.

LIQUIDATION ON COTTON
EXCHANGE.

[REUTERS' AMERICAN SERVICE.]

WASHINGTON, July 2nd.
The Agricultural Department reports that the boll weevil emergence is almost complete, and a report from New York states that this information has led to much liquidation on the Cotton Exchange. Bids have dropped from 10 to 15 points.

VENIZELLOS TO FORM
A CABINET.CRITICISM OF FINANCIAL
POLICY.

PAPER AND GOLD.

[THROUGH REUTERS' AGENCY.]

ATHENS, June 3rd.
M. Venizelos has been entrusted with the formation of a Cabinet. Parliament is being dissolved.

The political crisis was precipitated by M. Venizelos' criticism of the financial policy of M. Kaphandaris, who sanctioned the decision of the Bank of Greece to issue shares, without consulting the Cabinet.

M. Venizelos also blamed the Government for setting off the Greek debt to France, which is in paper francs, against the French debt to Greece, which, according to written documents, is in gold. The Liberal party, led by M. Venizelos, is at present the strongest party of the coalition.

LANCASHIRE DYERS'
STRIKE.

PROVISIONAL SETTLEMENT.

[THROUGH REUTERS' AGENCY.]

LONDON, July 2nd.
A provisional settlement has been reached in the dyers' strike, the Textile Workers' Union having agreed to accept the terms reached between the employers and other Unions.

The decision will be submitted to members to-day.

QUIET ELECTIONS IN
MEXICO.

ONLY TWO KILLED.

[REUTERS' AMERICAN SERVICE.]

MEXICO CITY, July 2nd.
There were surprisingly few disturbances during the course of the Presidential elections.

There was a minor affray at Panuco, where two were killed and ten wounded.

GORDON BENNETT
BALLOON RACE.

ALL DOWN BUT ONE GERMAN.

[REUTERS' AMERICAN SERVICE.]

DETROIT, July 2nd.
One French and one German balloon in the Gordon Bennett race are still aloft. Others have landed in North Carolina.

THREE MODEL PEACE
CONVENTIONS.GERMAN SUGGESTIONS
DISCUSSED.

[THROUGH REUTERS' AGENCY.]

GENEVA, July 2nd.
The League of Nations' Committee on Arbitration has adopted the second reading of the texts of three model Conventions for the pacific settlement of international disputes and also an Introductory Note to the General Conventions on Arbitration and Conciliation, all of which will be submitted to the Assembly in September.

The German suggestions for strengthening the means of preventing war were referred, after considerable discussion, to the Drafting Committee.

EQUAL FRANCHISE BILL.

RECEIVES ROYAL ASSENT.

[THROUGH REUTERS' AGENCY.]

LONDON, July 2nd.
The Equal Franchise Act passed through its last stages in the House of Commons to-day, and has received the Royal Assent.

SHOCK FOR OLYMPIC
ROWERS.

CRACK STROKE INELIGIBLE.

[REUTERS' AMERICAN SERVICE.]

NEW YORK, July 2nd.
On the eve of its departure for Philadelphia to participate in the American Olympic rowing trials, the Columbia University crew (ex-Olympic champions and one of the big favourites) discovered that its famous stroke, Eric Lambert, is not eligible, being a Britisher, although he came from England at an early age.

HOOVER'S MANAGER.

[REUTERS' AMERICAN SERVICE.]

NEW YORK, July 2nd.
Mr. Hubert Work has resigned the Secretaryship of the Interior in order to manage Mr. Herbert Hoover's campaign for the Presidency.

ARCTIC RESCUE
ATTEMPTS.SOVIET ICE-BREAKER'S
PROGRESS.BRITISH OFFERS OF
ASSISTANCE.

[THROUGH REUTERS' AGENCY.]

MOSCOW, July 2nd.
The Soviet ice-breaker *Krasin* which has been forcing its way through ice ten feet thick, is now within thirty miles of the point where the *Italia* was wrecked.

The expedition's first task is to save the party from which General Noble was rescued, which is now commanded by Lieut. Vigliani on a drifting ice floe.

M. Samoilovitch, who is the leader of the expedition, is most hopeful of rescuing the isolated survivors.

Later, the aviator M. Chukhnovsky, on an aeroplane carried by the ice-breaker, will start to search for the other two parties.

M. Samoilovitch is in constant wireless communication with General Noble, who is now at King's Bay.

Nothing yet has been heard of M. Babushkin, who on the 20th left in an aeroplane to search in the direction of Foin Island.

British Assistance.

[THROUGH REUTERS' AGENCY.]

LONDON, July 2nd.
Answering questions in the House of Commons, Sir Philip Sassoon, the Under Secretary of State for Air, stated that Britain had invited Italy to call upon them without hesitation if there was anything the Air Force could usefully do to help the members of the *Italia* crew, and the Italian Government had promised to accept the offer if occasion arose.

No further communication had been received, but Norwegian sources on June 30th requested the loan of two small seaplanes which the Air Force would be happy to furnish if any of the available types were suitable. Detailed arrangements in connection with this were now being discussed.

De Havilland Moths.

[THROUGH REUTERS' AGENCY.]

OSLO, July 2nd.
The Committee of a private expedition, attempting to rescue Amundsen and Guilbaud has requested the British Air Ministry to loan them two De Havilland Moth aeroplanes which it is thought will greatly increase the efficiency of the expedition.

ROME, July 3rd.
The famous German pilot Udet and two German aeroplanes fitted with skis have joined in the international search for the *Italia* and Amundsen.

U.S. COTTON EXCHANGE.

"HALF CONTRACTS"
INTRODUCED.

[REUTERS' AMERICAN SERVICE.]

NEW ORLEANS, July 2nd.
The Cotton Exchange has decided shortly to introduce trading in half contracts, namely, trading both in 100 bale and 50 bale units.

SALE OF CROWN LAND.

FOUR LOTS OFFERED.

THREE PURCHASED BY
CHINESE.

[REUTERS' AMERICAN SERVICE.]

Four lots of Crown land, one situated on Morrison Hill Road and the other three on the mainland were sold by auction yesterday at the P.W.D. offices, the auctioneer being Mr. J. West.

The first lot, Inland Lot No. 2120 situated in Tai Kok Tsui and with an area of 7,440 square feet and an annual rental of \$86 was bought in, there being no bids over the upset price of \$11,100.

Kowloon Inland Lot No. 2121 which was next put up to auction lies between K. Inland Lots Nos. 1776 and 1802 in Fuk Tsun Street, Tai Kok Tsui. The area is about 3,293 square feet and the annual Crown rental \$38, the upset price \$4,805. It fell to Messrs. Tsang Shau San and Kwong Shek Ling of 54, Queen's Road for \$3,500.

The third lot, known as New Kowloon Inland Lot No. 1137, lies at the junction of Tung Chau Street and Yen Chou Street, Sham Shui Po. The area is 19,500 square feet, the annual Crown rental \$124, and the upset price \$29,250. It was purchased by Mr. Li Ping of 10, High Street, Hong Kong, for \$41,400.

Inland Lot No. 2702 on Morrison Hill Road was the last to come under the hammer. It contains 4,200 square feet and has an annual rental of \$48. The upset price was \$25,200. Messrs. Kwan Ka Tack and Kwan Ka Yu of 78, Des Voeux Road, becoming the purchasers at \$32,700.

LAWN TENNIS.

H.K.C.C. HONG DOUBLES.
INCREASED ENTRIES.

Thirty seven pairs are taking part in the Hong Doubles Tournament open to members and subscribers of the Hong Kong Cricket Club only, as against thirty-two pairs last year. Rivalry is expected to be very keen and the increase of entries is a healthy sign of the popularity of the game in the Colony. Last year's winners, W. B. Cornaby and A. Piercy (Jardine, Matheson) are in, and they are making a bid to win it again. As a result of their success, however, they have been further handicapped so that while they owed 3/6 last year, they owe 15 this time. It will be interesting to watch their progress this year in view of the fact that many new pairs are taking part.

Prominent players of the Colony who have entered include J. S. McEachran, Lt. Col. Wyatt, Rev. F. W. W. Alexander, Very Rev. A. Swann, R. M. Henderson, Lt. Heald, R. Hancock, C. C. Stark, G. W. Sewell, H. Owen Hughes, E. D. Lawrence, A. B. Raworth, J. O. Humphreys, A. D. Humphreys and W. A. Nowers. The Hong Kong and Shanghai Banking Corporation head the list of representatives with four pairs, the Asiatic Petroleum Co., Chartered Bank and Butterfield and Swire coming next with three pairs each.

Handicapping is confined between the limits of 15/3 and 15/3. Lt. Col. Wyatt and Rev. F. W. W. Alexander are the only ones to be handicapped 15/3, while at the other extreme B. M. Chaloner and H. Spicer receive 15/3. It is generally agreed that the Tennis Sub-Committee are familiar with the individual standard of their members (the tournaments in the past have proved so by the number of close results) so that some fine struggles are expected.

Playing is commencing much earlier this time. Last year the start was not made until the first week of August and the Tournament did not conclude until early October. Provided therefore that rain does not interfere unduly with the matches, it is expected that play will be brought to an end before August is over. The first and second rounds have been fixed to be completed by the 22nd inst. By then it will be possible to judge the chances of the successful pairs by their performance.

THE DRAW.

The placements of the pairs follow:-

First Quarter.
M. D. Scott and M. G. Mill (H.K. & S. Bank) rec. 15 by v. J. S. McEachran and A. Reid (Chartered Bank) owe 15 by.

R. M. Chaloner and H. Spicer (B. & S.) rec. 15/3 by v. C. L. Sanders and H. Graves (Mercantile Bank) owe 15 by.

W. K. T. and J. N. Owen (Doddwell & Co.) rec. 15 by v. W. M. Lyons and L. A. R. Duncan (A.P. Co.) scr. by.

J. Wilkie and R. P. Moodie (H.K. & S. Bk.) rec. 5/6 by v. Lt. Col. Wyatt and Rev. F. W. W. Alexander (Army) owe 15/3 by.

Second Quarter.
W. L. Smith and J. A. E. Kendrick (Jardine, Matheson) rec. 15 by v. Very Rev. A. Swann and Rev. Koop (St. John's Cathedral) owe 4/6 by.

C. Blaker and G. Miskin (Gilmann & Co.) owe 5/6 by v. C. W. E. Bishop and R. M. Henderson (P.W.D.) owe 3/6 by.

W. N. H. Murdoch and E. L. Grooms (Gibb, Livingston) rec. 5/6 by v. D. J. Gilmore and T. L. Christie (Chartered Bk.) rec. 15 by.

W. D. Fiddes Wilson and R. Gordon (Jardine, Matheson) scr. v. B. R. West and P. W. Beaumont (Mercantile Bk.) rec. 15.

Lt. J. M. W. Heald and Lt. G. M. Waters (H.M.S. Tamar) owe 3/6 v. Dr. G. E. Aubrey and Dr. J. W. Anderson (Doctors) scr.

Third Quarter.
J. H. M. Andrew and C. D. Wiles (Union Insurance) rec. 4/6 v. R. Hancock and H. S. Hills owe 3/6.

C. C. Stark and E. J. R. Mitchell owe 5/6 v. W. G. Lamb and A. E. Johnston (B. & S.) rec. 3/6.

O. J. Shannon and H. V. Parker (H.K. & S. Bk.) scr. v. W. A. Nowers and D. S. Green (A.P. Co.) owe 1/6.

G. W. Sewell and H. Owen Hughes owe 15/2 by, to meet the winners in the preceding tie.

T. D. E. Fender and E. D. Lawrence (A.P. Co.) owe 3/6 by v. L. R. Billingham and I. Mackay (B. & S.) rec. 15/2 by.

T. P. Sanderson and J. R. Way (H.K. Electric Co.) rec. 15 by v. O. E. C. Marton and M. H. Turner (Doctors) owe 3/6 by.

Fourth Quarter.
L. G. Johnston and J. W. Hall (S.B. Ins.) rec. 15 by v. J. H. Ashworth and J. M. Norrie (Chartered Bk.) rec. 15 by.

W. B. Cornaby and A. Piercy (Jardine, Matheson) owe 15 by v. T. G. Bennett and M. M. Watson (G.S. & Master) rec. 3/6 by.

A. B. Raworth and J. D. Humphreys (owe 15) by v. S. B. K. Valentini and A. D. Humphreys (Doddwell & Co.) owe 15 by.

N. M. Currie and W. A. Stewart (David Ross) rec. 15 by v. A. H. Penn and O. P. James rec. 15 by.

GOLF.

ROYAL HONG KONG GOLF CLUB.

HAPPY VALLEY.

ADAMSON CUP—JUNE 11TH-24TH.
W. H. Edmunds 83-18-83
qualifies.

Other scores:
W. McKay 90-18-72
P. Morrison 90-16-74
A. Brookbank 99-24-75
R. Wallace 83-8-75

MEDAL COMPETITION FOR JUNE.

W. McKay 42-9-33 wins.
Other scores:
P. Morrison 43-8-35
E. Dorling 43-7-36
E. Hanlon 47-10-37

CHINA TURNS TO MACHINERY.

NEW ENGINES AT WUSIH TO PUMP WATER INTO FIELDS.

ACCIDENTS—ENSUE.

WUSIH, June 29th.

The industrialization of China is proceeding by such slow degrees as to be almost imperceptible. Yet in the important field of irrigation, machines are, in this neighbourhood at least, doing a large part of the work formerly done by the treadmill. A dozen or more machine shops here now turn out an internal combustion engine, which will run and which drives an efficient pump. These machines, mounted on boats, pass from place to place and contract for irrigating the rice fields, at so much a mow. The business is evidently good, as one sees these power boats on every canal and not one which will run is idle.

The Penalty Of Progress.

New machinery brings new kinds of accidents and the penalty of progress must be paid. It seems that custom prescribes wine as part of the wages of men who irrigate the fields and these men on the boats must have their share. They often indulge in a little too much and lose that respect for the power of the machines they tend which spells safety. Men are frequently caught by parts of their clothing, drawn in and injured in the most weird and terrible ways. It is understood that the design of the engines is copied from those made by a well-known Shanghai firm; but doubtless the usual safety devices are deemed not worth the added cost. Also the space allowed on the boats is often not sufficient for safe passage while tending the engine and pump. This new business pays well, however, and so there is an almost daily increase in the land irrigated by power.

North-China Daily News.

RUSSIAN TRADE WITH THE EAST.

A FORTY PER CENT. INCREASE.

A report presented to the Russo-Oriental Chamber of Commerce shows that the Soviet Union's trade with Oriental countries during the first five months of the present economic year increased compared with the same period last year by 40 per cent., chiefly owing to larger trade with Persia, Egypt, Afghanistan, and Mongolia. The total turnover for the five months was 134,000,000 roubles, compared with 95,000,000 roubles for the same months of the previous year. Exports amounted to 59,600,000 roubles, against 48,000,000, and imports to 74,400,000, against 47,000,000. The Nijni Novgorod Fair is expected to lead to a still greater exchange of goods between Russia and the Eastern countries.

BOUSSUS BEATS BRUGNON.

LAST BRITISH HOPE LOSES.

[THROUGH REUTER'S AGENCY.]

Three Frenchmen, Lacoste, Cochet and Boussus, and one American, Tilden, are the semi-finalists in the Men's Open Singles.

The Australian, Miss Ackhurst has accounted for the last British survivor, Miss Bennett, and so reaches the last four in the Ladies Singles with Senorita de Alvarez (Spain) and the two Americans, Miss Helen Wills and Miss Ryan.

Men's Singles.

W. Tilden (U.S.A.) beat J. Borotra (France) 8-4, 2-4, 6-3, 6-2.
Boussus (France) beat Brugnon (France) 12-10, 10-8, 6-2.

Ladies' Singles.

Senorita de Alvarez (Spain) beat Fraulein Aussem (Germany) 7-5, 6-2.
Miss Ackhurst (Australia) beat Miss Eileen Bennett (Britain) 2-6, 6-3, 6-2.

ROUND THE POLICE COURTS.

AN UNGRATEFUL MUI TSAL.

A *mui tsai* who was sold when she was eight years old was brought before Mr. Mr. W. Schofield at the Central Magistracy yesterday morning by her mistress from whom she had stolen several articles of clothing. The mistress said that she had had no cause for complaint against the girl during the ten years she had served her, but when asked by his Worship if she would take the *mui tsai* back into her service she refused. The defendant who could give no reason why she had stolen was bound over in a personal bond of \$50 to be of good behaviour for one year.

ARMED ROBBERY CASE REMANDED.

Six men appeared before Major C. Willson at the Central Magistracy yesterday morning, four charged with armed robbery and the other two with being in the possession of arms and accessories to the robbery. The assault, with which they are charged took place at No. 84, Des Voeux Road West, on June 30th, the premises of Cheung Yun, medicine dealer.

One week's formal remand was granted on the application of Sub-Inspector M. Murphy who prosecuted.

SCREW-DRIVER FOR UNLAWFUL PURPOSE.

A Chinese appeared before Mr. W. Schofield at the Kowloon Magistracy yesterday for being in possession of a screw-driver suspected to be used for unlawful purposes. The defendant was recognized by a Chinese detective as an ex-jailbird, and suddenly threw away the screw driver and took to his heels. After a chase lasting some five minutes, the accused was caught but could not give a satisfactory explanation of his possession of the implement.

The Magistrate sentenced the defendant to two months' imprisonment with hard labour and made an additional order that the prisoner be kept under police supervision for two years at the expiration of his sentence.

TRAM SERVICE HELD UP.

In a summons against the driver of car No. 218 for causing obstruction, Traffic Inspector Alexander told his Worship that the defendant's car collided with car No. 192 on the Causeway Bay Road and held up the trams for over half an hour.

Mr. J. H. Simmons, of the Hong Kong Tramways Ltd., stated in evidence that the collision took place on Saturday night near A. King's slipway. Witness requested the driver of car No. 218 to get his car out of the track, but he refused to do so until a policeman arrived. A fine of \$10 was imposed.

LOOKING FOR PASSENGERS.

The driver of public car No. 300 pleaded guilty to charges of soliciting for passengers in Chater Road and refusing to produce his licence.

Mr. C. P. Marcel in a statement said that he was speaking to a friend at the Chater Road entrance of Alexandra Building. The defendant moved his car out of the parking place and stood near until he had finished his conversation. Witness was then invited to have a ride.

On the charge of soliciting for passengers the defendant was fined \$10 and \$5 on the other count.

POSSESSION OF ARMS.

A Chinese who was arrested for having one revolver and five rounds of ammunition in his possession was yesterday sentenced to five years' hard labour, the case being heard before Major C. Willson and Mr. W. Schofield at the Kowloon Magistracy.

It was stated in evidence that a Chinese police constable came across defendant in Pitt on June 21 at about 8 p.m. Defendant was then walking very quickly, so quickly that the suspicions of the constable was aroused. He stopped the man and searched him and found the weapon. The defendant was taken to Police Station and placed in a cell. When midnight came, he suddenly cried out at the top of his voice that the weapon was given him to carry by a man named Leung Sui. The police officer on duty took no notice knowing that it was the same old story of putting the blame on another man.

Next morning when Inspector Fallon came on duty this strange nocturnal outburst was reported to him. He thought it was better to investigate and took the defendant out of his cell and asked him to lead the way to Leung Sui. Defendant took Inspector Fallon to 305, Canton Street and there Leung Sui was found to be master of a shop but he had vanished during the night.

Defendant was sentenced to five years' hard labour as stated. (Continued at foot of next column.)

THE "PSYCHIC HEALER" CURES ASTHMA.

It is with great pleasure, I acknowledge my deep debt of gratitude to the "Psychic Healer" in completely curing me of Asthma, from which I was suffering since my childhood. I tried all the best so called specifics during my long stay at home and on the continent.

I consulted the Mystery Man. He assured me that he would be able to cure me and gave me 'twisces' with instructions. Though I could not reconcile myself to believe at the time that he could cure me of my chronic ailment, when the best European specialists failed, I took his 'Twisces' and burnt them as direct by him, and Lo! to my surprise I find since I took his 'Twisces' the attacks of asthma have become few and far between. Verily India is the land of mysteries and mystics.

(Sd.) HARRY WILLIAM RICHMOND.

1. If you are in mental or physical sufferings or the victim of diseases, or

2. If you wish to see or to have a share of your relative dead or being abroad.

Consult the world-renowned Spiritist, Psychist and Occultist either personally or by correspondence.

Consultation Fee \$20.

Visiting hours from 10 a.m. to 1 p.m., and from 3 p.m. to 7 p.m.

THE SECRETARY.

SAVOY HOTEL,

Hong Kong,

Rooms No. 38 and 39. [Sd.]

TRAINING FORD AGENTS.

DETROIT FACTORIES A VAST SCHOOL.

INTENSIVE TRAINING.

Absolute uniformity of service on the new Ford Model "A" cars and Model "AA" trucks is being maintained by the Ford Motor Company through a plan which involves the training, in the Ford plants, of ten thousand garage mechanics. For weeks the Ford branch plants, and the Detroit factories have assumed the character of a gigantic training school, to which every Ford dealer in the United States is sending one or more representatives.

This school for service men began with the training of superintendents and foremen of the thirty-six branch plants of the company in the United States. Months before the Model "A" Ford car was introduced, these men from the branch plants were being schooled in the Ford factories near Detroit in the manufacture and assembly of the new car. They returned to the thirty-six Ford branches and immediately began the training of men for dealers in their respective territories. The men came in relays, each group as large as the branch plant could handle conveniently.

The groups were purposely kept small in order that the most intensive training could be given. Each man was put through the same course given the branch men at Detroit, and upon its completion was given a rigorous examination. This examination included many points about the car which might not be considered essential, from the service man's viewpoint. However, the Ford Company is requiring complete knowledge of the car on the part of every dealer's service men. Failure to make a passing grade meant that the man had to take the entire course again. If he failed the dealer with the suggestion that he was not considered qualified to give Ford service; whereupon the dealer was required to send another man for the next training school session.

This requirement for trained service men extends to every Ford dealer no matter how small his establishment may be. Many dealers have sent two or more men to the branch for training. Upon passing the factory examination, these men returned to the dealers' shops and passed on to the entire shop organizations the same careful instructions given at the branches.

A STUDENT'S LAPSE.

Hung Chung Leung, 19 years of age, and a student of St. Joseph's College, was charged yesterday before Mr. W. Schofield at the Kowloon Magistracy with stealing a raincoat and cap from a woman searcher in the second class compartment of a K.C.R. train while it was at Sheung Shui Station.

Complainant said that the articles were worth \$15. The defendant was a passenger from Shum Chun and when the train arrived at Sheung Shui, he left the compartment for a few minutes. Defendant was then the only occupant of that compartment. Complainant returned and found her raincoat and cap gone. Defendant had also left, and on raising a hue and cry, defendant was seen walking away with the coat in his hand. A police constable gave chase and had defendant arrested.

Defendant pleaded guilty and was fined \$50 or in default one month's imprisonment.






HONG KONG DELIVERED PRICES.
SERIES A. B. "NATIONAL"

R.A.C. Horse Power Rating 21.7		Brake Horse Power 35 at 2200 Revolutions	
PISTON Displacement 107.9 Cu. In.		Wheelbase 107 inches	
NETT WEIGHT	P.O.B. FACT	EXTRA NETT	PACKING SHIPMENT
			DELIVERY HONG KONG
CHASSIS 1 TON	1765 lb.	G\$375	G\$185
ROADSTER 2 Passenger	2100 "	495	219
TOURER 5 Passenger	2100 "	495	219
COACH 5 Passenger	2430 "	585	270
COUPE 2 Passenger	2305 "	595	270
CABRIOLET 4 Passenger	2340 "	665	270
SEDAN 5 Passenger	2505 "	675	270
LANDAU 5 Passenger	2475 "	715	270

* * * Hong Kong Price includes spare rim Tyre & Tube, Right Hand Drive.
 * * * Hong Kong Price includes spare rim Tyre & Tube, Bumper, Bulb Horn, Right Hand Drive.
 * * * Hong Kong Price includes spare rim Tyre & Tube, Bumper, Bulb Horn, Right Hand Drive.

SERIES L. O. "CAPITOL"

R.A.C. Horse Power Rating 21.7		Brake Horse Power 35 at 2200 Revolutions	
PISTON Displacement 107.9 Cu. In.		Wheelbase 124 inches	
Chassis 1 Ton	2180 lb.	G\$495	G\$185
Chassis 1 Ton with Cab	2500 "	610	185
		40	860

Hong Kong Price includes spare rim, Tyre and Tube and 4 fenders.

THE HONG KONG HOTEL GARAGE
 23, Queen's Road Central. Tel. Central 4759.



In the realm of industry where efficiency is a by-word, heavy hauling vehicles tyred with Goodyear Heavy Duty Cushions are meeting and surpassing the highest standards.



GOOD YEAR

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ALEX. ROSS & Co. (China), Ltd.
 PRINCE'S BUILDING, HONG KONG.

"WHIPPET"

MODEL '96'

See the "all weather
Cabriolet Coupe Model."

H.K. \$1,850.

GILMAN & CO., LTD.
HONG KONG.

DURO MOTOR CO., LTD.
KOWLOON.

THE HONG KONG DAILY PRESS, WEDNESDAY, JULY 4th, 1928.

MOTORING NOTES

A Weekly Review dealing with Matters of Interest to all Local Motorists.
Motor Notes—The New Kowloon Garage—82 M.P.H. Race in a Mist—Care of the Car—Testing Motor Engines—
Training Ford Agents—Road and Rail—English Garages Sell Motor Boats—Motor Safety Devices.

"SINGER"

SENIOR—12 H.P.

5 SEATER TOURER...H.K.\$2,600.

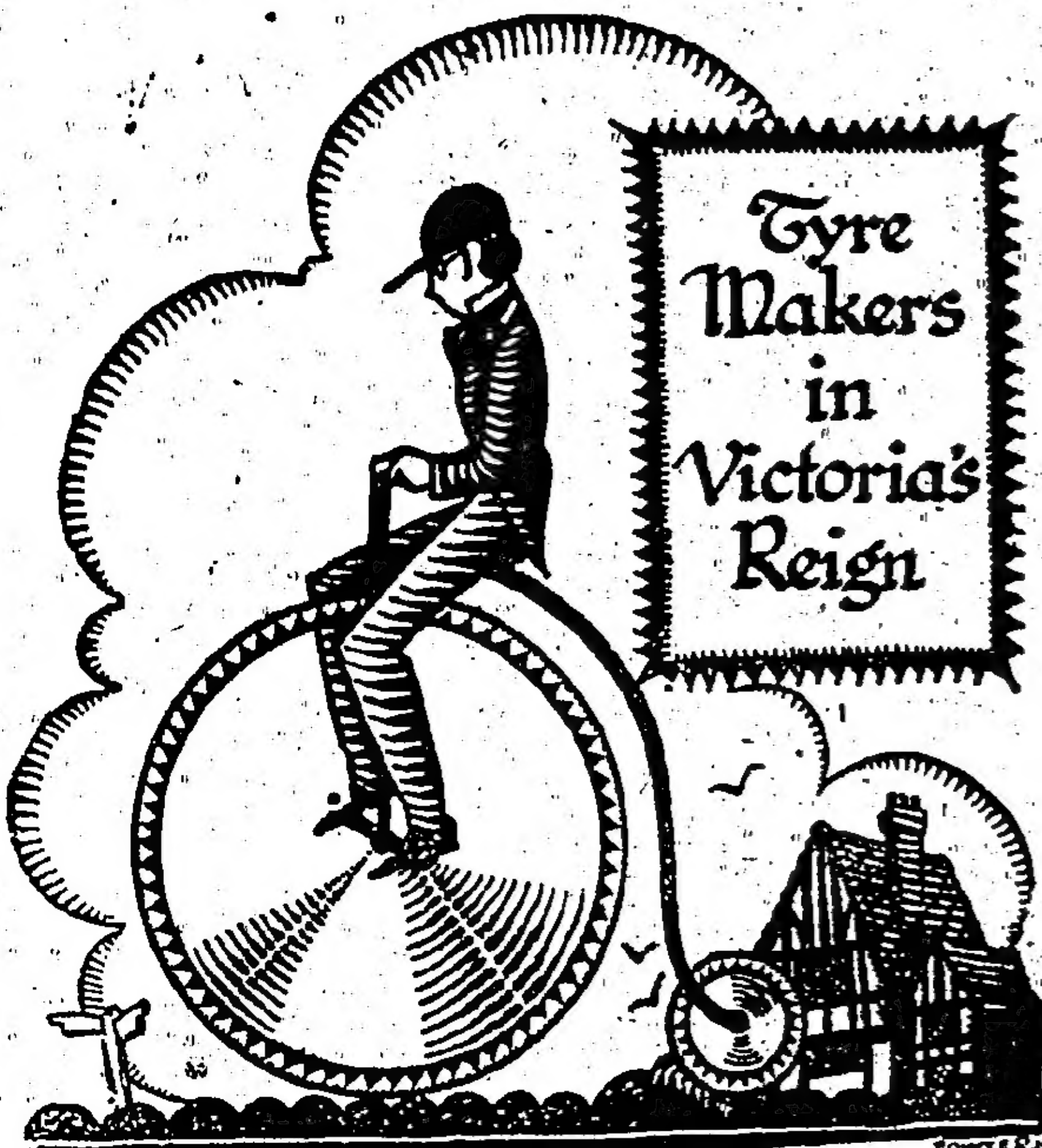
"JUNIOR"

4 SEATER TOURER...H.K.\$1,750.

Call on us for specification
and demonstration.

GILMAN & CO., LTD.
HONG KONG.

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KOWLOON.

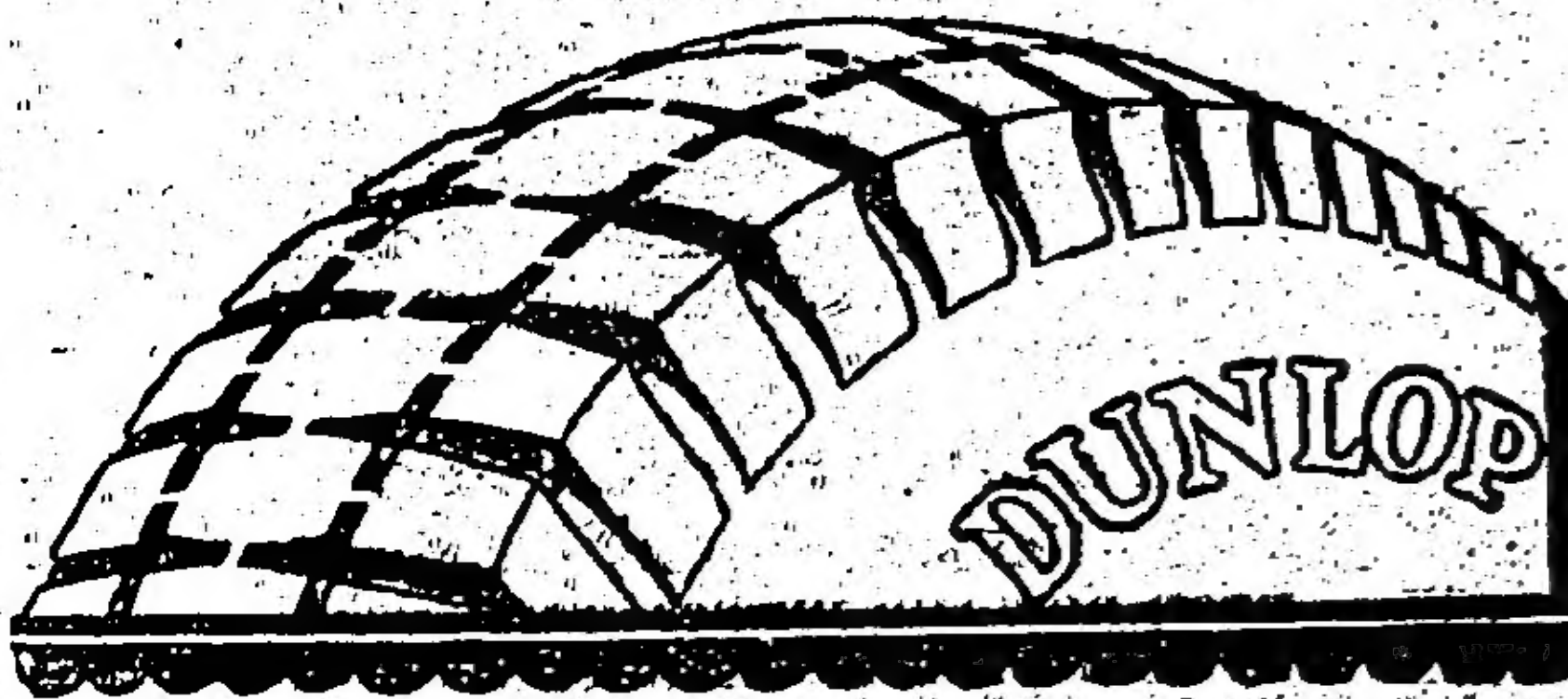


DUNLOP experience of tyre making and tyre performance under every conceivable condition is longer and more varied than that of any other maker—even than the collective experience of all other makers. This is a plain statement of fact, and incontrovertible. Dunlop experience commenced forty years ago when they made pneumatic tyres for the old high bicycles. Since then it has embraced tyre performance on every variety of vehicle on every possible (and impossible) road surface, in every part of the world. Dunlop have had more experience of road and track racing than any other maker. Dunlop can claim the supreme achievement in tyre history—the building of tyres for Major Segrave's 203.8 miles-per-hour Sunbeam.

Only DUNLOP Experience covers the whole history of the pneumatic tyre.

DUNLOP

Made in England



DUNLOP RUBBER COMPANY, LIMITED.
LOCAL BRANCHES:
16A, DES VREUX ROAD CENTRAL.

The Motor Stethoscope



A NEW INVENTION FOR MOTOR CARS AND MOTOR VEHICLES OF ALL KINDS: CHAUFFERS, REPAIR SHOPS, ETC.

PRICE:—£1-5-0 POST FREE.

AN INDISPENSABLE DEVICE FOR LOCATING SOUNDS CAUSED BY DEFECTS IN MOTOR ENGINES AND ALL MOVING MECHANISMS.

WRITE FOR FREE TRIAL.

MOTOR SUNDRIES COMPANY,
24-25, Great Russell Street,
London, W.C. 1, England.

MOTOR NOTES.

LARGEST USER OF HARD-WOOD.

According to estimates of General Motors statisticians the automobile industry consumes considerable more hardwood than the furniture and building trades combined.

AUTOMATIC GARAGE IS LATEST TYPE.

An "automatic" automobile garage is operated in Chicago, where the motorist merely drives up, inserts a key in a lock and lets the machinery do the rest. The garage has a capacity of 600 cars.

MOTOR BOAT RACING IN SCOTLAND.

As the result of the increasing popularity of the motor boat in England, quite a number of new motor boat clubs are being formed. One of these "The Glasgow Motor Boat Racing Club" has recently been started with over 70 members, composed mainly of Motor Trade and Motor Boat Building Firms principals, and their friends.

NEW HYDRAULIC JACKS.

I witnessed recently says the motoring correspondent of a Home paper, a demonstration of a most attractive form of hydraulic jacking.

It is known as the "Jackall" system, which enables the driver of a car to jack up one or more wheels merely by operating a small dial and a lever on the running board. Four vertical jacks are fitted to the two axles, these remaining permanently in position. When jacking is required all the driver has to do is to attach the lever to a small oil pump on the running board, turn the switch to the wheel required, and then operate the lever. From personal experience I can testify that I have never raised a heavy car from the ground more easily, and the surprising part of this simple and straightforward device is that it is not expensive. The price, according to the weight of the car, is from £8 to £10, plus a fitting fee, and brackets are being standardised so that a minimum of delay will occur. The demonstration was by Mayfair Four-wheel Hydraulic Jacks, Ltd., in conjunction with Pass and Joyce, Ltd.

TRIPLEX ON WOLSELEYS.

Every motorist admits the advantages of unsplitterable glass, but many are deterred from having this necessary adjunct to safety owing to its cost.

The problem is now being solved by certain manufacturers fitting such glass as standard, owing to the fact that they are in a position to place large contracts for standard sizes, and thus reduce the cost to the purchaser.

The latest example of such an enterprising manufacturer is Wolseley Motors (1927), Ltd., who announce that they will be able henceforth to supply any model Wolseley car fitted with Triplex glass at extremely low prices. For example, the increased price on the 12/32 h.p. Wolseley touring car is as low as 58s.

ROAD AND RAIL.

PRIVATE CARS THE GREATEST COMPETITORS OF RAILWAY

Figures recently presented before the Select Committee of the Lords and Commons on the Bills in which the railway companies seek power to run road transport for goods and passengers, serve to indicate that it is the private car and not so much the public-service coach that is adversely affecting British railway companies.

It is our belief comments *The Motor*, that private-car traffic will continue to go on increasing ratio as the popularity of small cars is developed. Motor-coach travel induces a desire to own a small car, and, except for really long journeys, the railway companies will find it increasingly difficult to win back the motorist from the road to the rail. The newer experience of the open road the greater the desire on the part of the traveller to continue it, and the longer it is enjoyed the less is the inducement to travel in confinement and relative discomfort.

THE NEW KOWLOON GARAGE.

EXPECTED TO BE COMPLETE IN SEPTEMBER.

WILL MEET A REAL NEED.

As previously mentioned in the *Daily Press* the new Garage being built on the old site of the Hong Kong and Kowloon Taxicab Garage will be ready for service at about the middle of August or early September.

The garage is being built by Messrs. Alex. Ross & Company the well-known Car and Motor-Cycle Agents, and includes a showroom where both cars and cycles will be on show.

The plan of the new garage shows that when completed it will closely resemble the present showrooms and repair-shop of the Ford Dealers at Mongkok, Kowloon. The frontage of the garage is 150 feet with a width of 42 feet. The building itself will be built of brick with a galvanized iron roof. The showroom 20 feet by 12 feet is in the centre of the garage with two sliding entrance doors on either side with similar openings at the rear of the garage as exits.

The total area available for the storage of cars is about 150 feet by 42 feet, the full width of the Garage. This will comfortably hold between 60-70 cars. On either side of the garage are rooms set off for repair work and storage. Tower shaped erections are shown in the plan, one at each end of the building, and the upper floors will be used as quarters for the firm's servants. The garage will cost \$23,000, and when completed will prove a very useful parking place for cars at the ferry.

Messrs. Alex. Ross are the sole agents for many well known Cars and Motor-cycles and Motor lorries, including the Austin "7", The New Triumph, Messrs. Dennis Bros., the Standard car and many popular motor-cycles.

The firm is to be congratulated upon the erection of the New garage which will meet a very real need on the part of the ever-growing motor population of Kowloon.

MOTOR SAFETY DEVICES.

TRADE BODY OBJECTS TO PUBLICITY.

A curious decision has been reached by the Society of British Motor Manufacturers and Traders, writes the *Daily Mail*. In effect it has expressed disapproval of advertisements of safety motoring devices which call attention to the dangers of motoring.

Motor-car manufacturers, I understand, have been officially requested by the society not to allow their names to be used in connection with such advertisements. The action of this body has caused considerable comment in the trade, especially in view of the fact that car makers had almost universally decided to make safety motoring a big feature of future design.

The decision of the society has been influenced largely by recent advertisements of safety or unsplitterable glass. These, as a rule, depict cars which have met with an accident and in which the safety glass in windcreens and windows, though cracked, has not broken and splintered. Attention is very naturally called to the serious results that might have occurred if safety glass had not been used.

The use of this glass is greatly on the increase. In the United States there is some talk of making its use compulsory. Many British firms have decided to use it as standard on models which they are christening safety saloons.

I understand that protests have been lodged against the action of the S.B.M.T. which will be considered at a meeting to be held next Tuesday.

TESTING MOTOR ENGINES.

WHY GREAT INITIAL CARE IS NOT NECESSARY.

"This car should be driven carefully for the first 1,000 miles" is a piece of advice that happily tends to become out of date. The reason is the perfection of the modern motor engine testing plant which does the work that is sometimes left to the client.

Take, for instance, the electrical testing apparatus used at the Armstrong Siddeley factory in Coventry. In this case the engine drives a dynamometer and dials on the face of the plant indicate not only the horsepower but the revolutions per minute attained by the engine. Below these dials are coloured lights which are switched on automatically one by one, and indicate various phases of the test. Below the lights is a wheel that controls the resistance, while conveniently arranged on the side of the engine are the throttle lever and the control switches. Consequently everything is directly under the hand and eye of the mechanic in charge.

In the case of the Armstrong Siddeley tests, the engine is started by using the dynamometer as a motor, the horsepower absorbed being registered on the dial and one of the lights being lit to show that the current is driving the engine. The mechanic then presses another switch and the engine is speeded up and run on gas, and as soon as this takes place and the throttle is opened the first light goes out and another one is lit, thus showing that the engine is driving the dynamo and generating current. The horsepower needle travels from the motoring to the generating side of the dial and the r.p.m. are also noted.

After an hour's test the engine is stopped and the mechanic carefully goes over it and makes any adjustments that are necessary.

Lastly, there is half an hour's final power test on petrol during which readings are taken at three different numbers of revolutions. Even these tests do not complete the routine through which the engines must pass, for as soon as they meet the transmission unit in the chassis a power test is taken at the rear axle, thus testing the engine and transmission together. The latter has already received an electrical test during which it has been run in, tuned up for silence and brake adjustment, so that the function of the chassis dynamometer test is merely to see that the principal units of the car work well together.

After these tests the chassis goes on the road and receives two or three runs during which it is finally tuned up.

ENGLISH GARAGES SELL MOTOR BOATS.

ENGLISH ANTICIPATING A NEW CRAZE.

An outstanding feature of Motor Boating activities in England, is the big interest being taken in the subject by the Motor Trade and consequently journals catering for this particular section.

In two recent issues of the *Garage & Motor Agent* two pages were devoted to the description of British Motor Boats and Marine Motors, and in expressing the opinions of leaders in the Motor Trade as to the imminent boom in Motor Boating, and the opportunity offered to leading firms of Motor Agents to do big business in Motor Boat sales.

This fresh outlet for business which certain progressive British Motor Boat firms are alive to, and in one or two cases have even anticipated, is doubtless the result of the congestion in road traffic in the country, coupled with the advent of British Made Standardised types of Motor Craft, appealing to the ordinary motorist, which lend themselves to easy handling by Automobile distributors.

The demand for this type of craft is mainly in itself the result of British road conditions. As liberal terms are offered to firms taking up the distribution of such craft, and the demand is by no means restricted to the British market, there appears to be no reason why British craft of this description should not sell through similar channels overseas.

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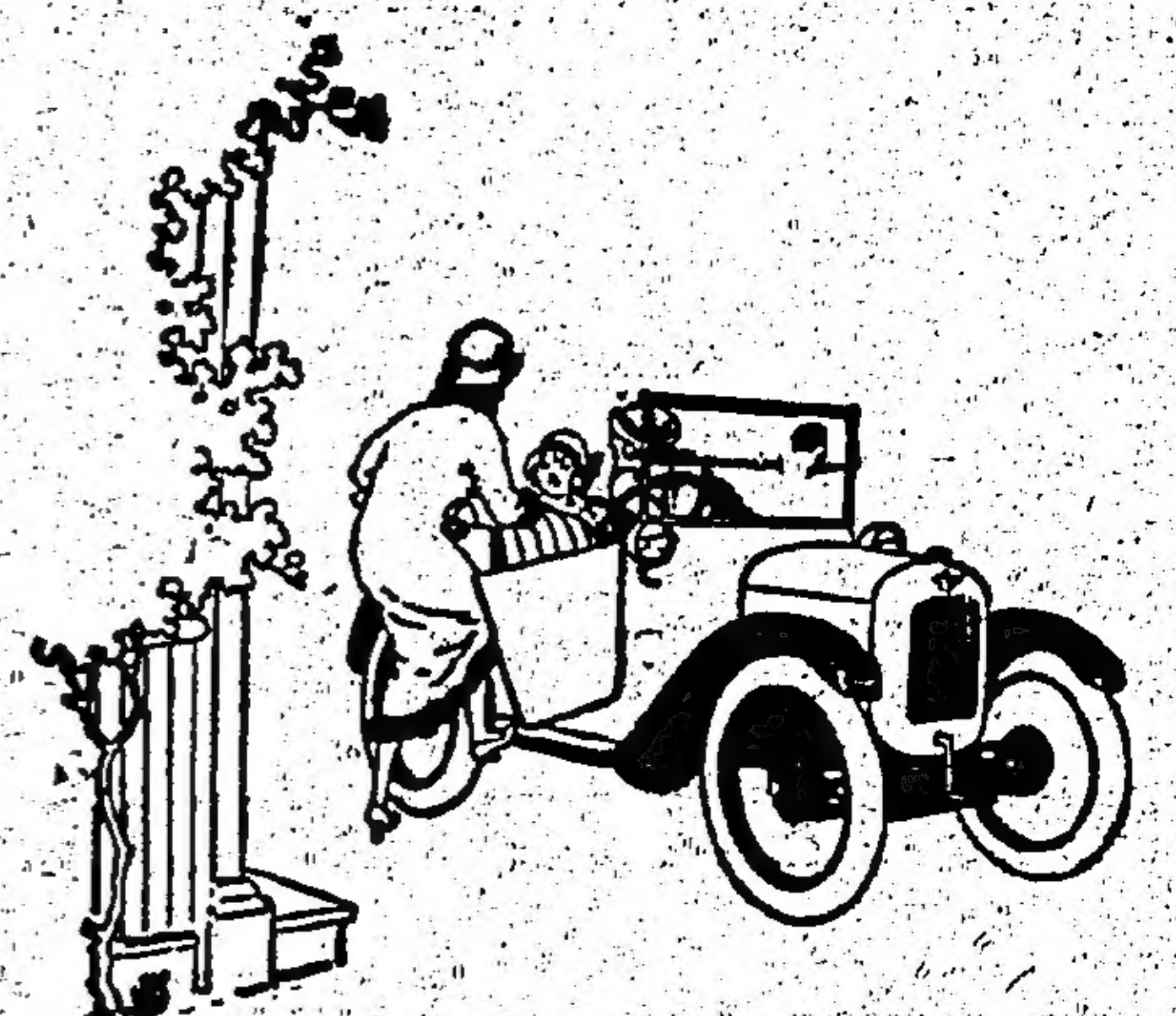
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[A.P. 12]

MOTORING NOTES (CONT'D.)

62 M.P.H. RACE IN A MIST.

THE LIGHTWEIGHT TOURIST TROPHY.

LONDONER WINS.

DOUGLAS, Isle of Man, June 6th.

Mr. P. A. Longman, of Ealing, W., riding an O.K. Supreme, won the Lightweight Tourist Trophy motor-cycle race for 250cc. machines, covering the 264 miles 300 yards road course in 4 hours 11 minutes 59 seconds, an average speed of 60.90 miles per hour. On the second circuit he broke the lap record for lightweights by one second.

The time was slightly slower than that of last year, but conditions were more severe. A blanket of mist lay over the mountain section of the course during the early part of the race.

Mr. C. S. Barrow riding a Royal Enfield was second, in 4 hours 29 minutes 1 second at an average of 58.02 miles an hour, and Mr. E. Twemlow on a Dot was third, his time being 4 hours 29 minutes 36 seconds, and his average 58.33 miles an hour.

Longman, the winner is 31 years old. His wife watched his victory. It is his first Tourist Trophy win though he has been placed twice in the Senior events.

Duel With Handley.

The race was a struggle between Longman and Handley, with the former gaining steadily. Handley was cornering magnificently and remained in second place for five laps when, owing to mechanical trouble, he had to retire. Bennett, the winner of the Junior race on Monday, retired with mechanical trouble during the third lap. Of the 25 starters 12 retired.

(Continued on next column).

THE COST OF SPORTS PERFORMANCE.

The majority of light car manufacturers offer a choice of either touring or sports models, and a glance at their catalogues will show that a much higher price is asked for the last-named type. It is well known, says *The Light Car and Cyclecar*, that the engine of a sports car must be specially tuned to give the additional power necessary to drive the car at a higher speed than the touring type, and this tuning is spoken of, sometimes rather vaguely, as "hotting up." It would be accurate to say, however, that there are two types of tuning, because in addition to straight-forward "hotting up" there are super-tuning methods in fairly common use.

When a car manufacturer evolves a satisfactory supersports engine and is able to produce it as a standard model, it still will be extremely costly when compared with a normal touring engine; for an experimental engine, upon the design of which the standard supersports model is based, may easily have cost some thousands of pounds, the greater proportion of the money having been spent in research work and testing. Although the special steel, alloys and other metals used in its construction are very expensive, it is the craftsmanship of individuals which counts.

Handley during the race filled at the pits and was away again within 22 seconds. The attendant found time to sponge his face with eau de Cologne. Longman swallowed a glass of champagne while refilling, and was also sponged and dashed off.

Despite the mist, there were only minor accidents. C. L. Boudin, a rider from the Channel Islands, was lucky to escape with bruises only when his front forks broke as he was travelling at speed.

CARE OF THE CAR.

THE LUBRICATION PROBLEM.

INITIAL ENTHUSIASM THAT WEARS OFF.

[BY GEORGE C. STEAD.]

The conclusion has been forced on me, from an inspection of many modern chassis, that there are far too many points requiring periodic attention as regards lubrication by the owner. When the car is brand new, with its varnish gleaming brightly and its nickel work shining, most owners make a careful study of the instruction book and carry out all the recommendations contained therein, such as lubricat-

ing each part at so many miles, checking the level of oil in the engine, gearbox and back axle, draining the sump and radiator at the mileages stated, and generally making a fuss of the car.

After a few thousand miles, however, this early enthusiasm wears off, and the chief attention which the car receives is the filling of the sump and radiator at indefinite intervals, and the replenishment of the petrol tank in order to maintain the necessary fuel supplies. Lubrication of the minor parts of the chassis often consists of a few perfunctory dabs with the grease gun at the more exposed nipples, but the proper lubrication of the more inaccessible parts is usually left to a more convenient period when there is more time to spare—a happy state of affairs which very rarely occurs.

Some of the better instruction books give the number of points on the chassis which require grease-gun lubrication. In many cases the number is well over thirty. Assuming that it only takes 30 sec. to

lubricate each nipple, nevertheless there is a good quarter of an hour in the actual process of lubrication, while there may be anything over half an hour in discovering the right point of lubrication, and in getting the grease gun into connection. Added to this time must be the period employed in refilling the grease gun. It is very rarely that the gun has sufficient capacity or is sufficiently filled to lubricate the whole of the chassis, and the unpleasant task of unscrewing the top and fitting the gun has to be gone through on practically every occasion.

It is surely possible to reduce the number of points requiring lubrication, or, alternatively, to make the lubrication points more accessible. Experiments have been made with what are known as oil-less bushings, in which graphite is incorporated in the bearing surface. I have found these quite satisfactory if left alone; but if a misguided owner attempts to oil them it causes swelling of bearing surface and consequent partial seizure.

Successful experiments have been made in respect of the abolition of spring shackles, rubber pads being used in their place. This, so far, seems to be the successful solution of the problem of abolishing nearly twelve lubrication points with semi-elliptic springs.

The most thirsty parts of the car for lubricants are the universal joints and steering heads. With the metal types of joints it is often possible to give two full pumps of grease to each joint if lubrication has not been looked after carefully. This difficulty should be overcome by making the joint covers absolutely grease-proof. It is obvious that the lubricant is not destroyed, but must be squeezed out somewhere, and if it could be retained considerably less attention would be required.

Lubrication of steering heads has two purposes. The first is, naturally, to give free motion, but the second, and more important, is to prevent moisture entering the bearing surfaces and setting up wear. On a wet day the steering heads run

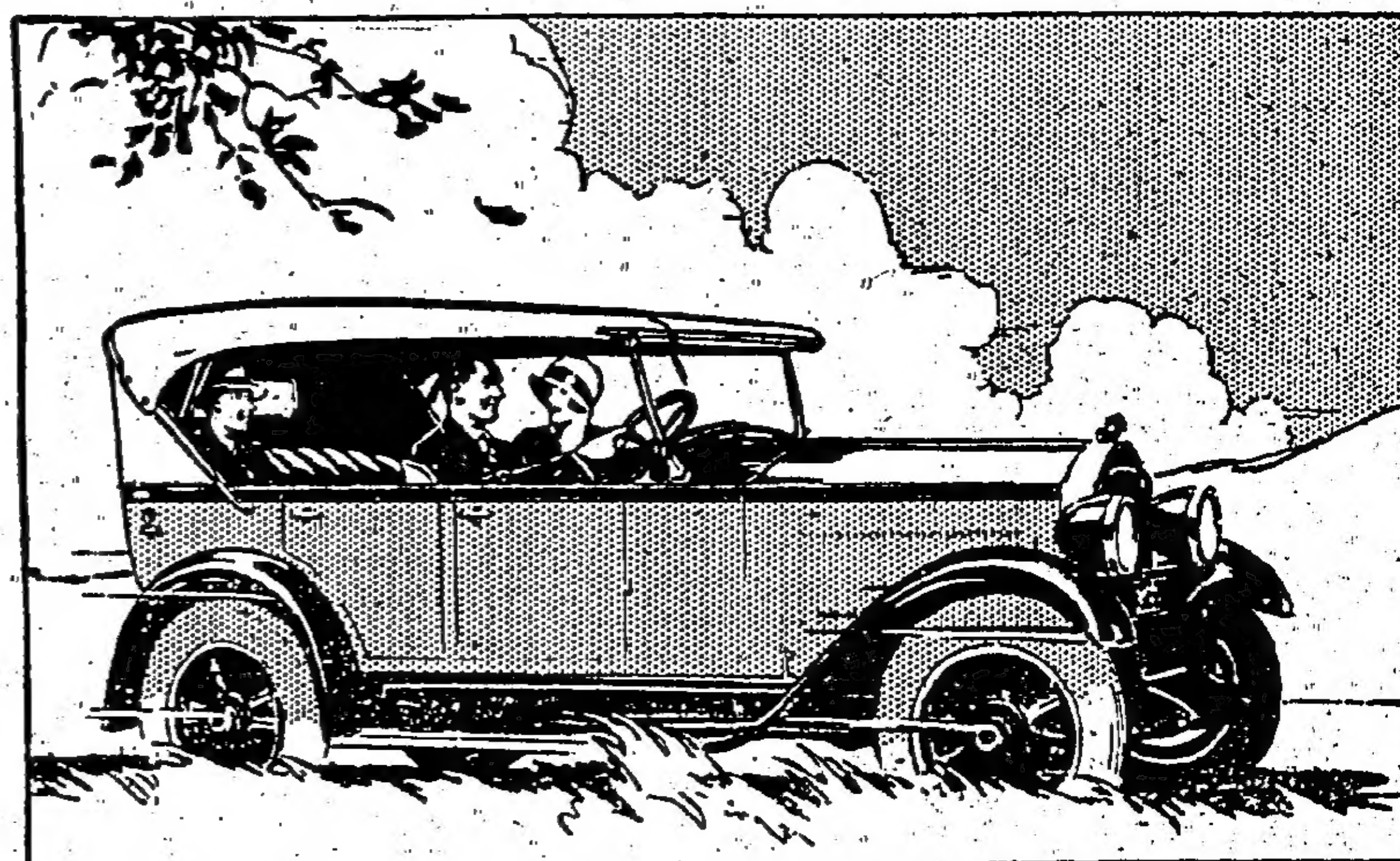
in a continuous bath of water and grit, and they therefore must be fully packed with grease to exclude this destructive matter. By making these weather and grease-proof the necessity for lubrication would be reduced.

It is agreed that a certain number of points must be lubricated periodically, and it is also agreed that the less accessible the points the less often will they be attended to. The solution, therefore, lies in making every vital point accessible, as is done to a certain extent on the Lagonda, where there is a battery of nipples on either side of the frame, leading grease through small pipes to the necessary points.

3,000,000 MILES OF ROAD IN U.S.

WASHINGTON. There are 3,001,825 miles of roads in the United States, according to the American Road Builders' Association. On January 1st, 1928, approximately 688,000 miles had been improved to some degree.

The answer to a great world demand a New WILLYS-KNIGHT SIX for only H.K. \$2,900



Important Advantages of the New Model 56 Willys-Knight Six

Patented, high compression double-sleeve engine; 45-horsepower.
Positive, mechanical-type, 4-wheel brakes.
Narrow body posts at windshield for clear vision.
8 Timken bearings in front axle for easiest steering.
Roomy, comfortable interiors.
Wide, deeply cushioned, form-fitting seats.
Light control for dimming, on toe-board at left of clutch pedal.
Adjustable steering post on all models.
Adjustable front seat on Sedan.
Better ventilation—extra large cowl ventilator, and a windshield that opens exceptionally wide.
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Thermostat—air cleaner—oil rectifier.

High Compression with any petrol!

The simplicity of the patented Willys-Knight engine is responsible for its remarkable efficiency. Two metal sleeves in each cylinder move smoothly, silently up and down, one within the other, in a protective film of oil. They admit and expel gas through openings in their sides. There is no complicated valve mechanism with springs, tappets and cams. These sleeves combine with the spherical cylinder head to form a completely sealed combustion chamber. This head directs the full force of the explosion straight downward against the piston, making the most efficient use of the highly compressed gas. Such carbon as forms serves only to seal the chamber even more perfectly. As a result, the Willys-Knight engine gives high uniform compression at all times, at all speeds—and with any petrol.

The acclaim which is greeting the new Model 56 Willys-Knight Six definitely proves how widespread has been the demand for a low-priced Six powered by the patented Willys-Knight engine.

It has long been Willys-Overland's aim to produce just such a car. But due to the greater cost of building the superior double sleeve-valve motor, it is only today—after fourteen years of experiment and progress—that the goal has been reached.

Thousands more may now drive the Willys-Knight, the car which is praised so enthusiastically by its present owners. Thousands more may now enjoy its silent power, velvet smoothness, simple design, quick starting, rigid economy. The new Willys-Knight Six is notable for the same flashing activity, sustained brilliance, ease of control, unusual freedom from carbon trouble and repairs.

With features of costly cars

Many features of the Standard Six you would expect only at higher cost. The engine is 45-horsepower, with thermostat, air cleaner and oil rectifier. Eight Timken bearings in the front axle insure easiest steering.

Interiors are spacious and tastefully appointed, with deeply cushioned, form-fitting seats and remote controls on doors, readily convenient to the hand. The steering post is adjustable to the driver's individual comfort. Positive, mechanical-type, four-wheel brakes are provided—considered by leading engineers the most dependable kind. Perfect ventilation obtains from a windshield that opens exceptionally wide and an extra cowl ventilator.

Two other favorite Sixes

Willys-Knight Special Six—improved, finer, now still further distinguished by such advanced features as crown fenders, window reveals, steel-rimmed roof and beautiful new colour combinations.

Willys-Knight Great Six—taking first rank with the world's most luxurious cars. Now a larger, more powerful engine insures even higher and smoother speed and even flashier acceleration.

Willys-Knight Sixes are available at a wide range of prices. One of these cars should suit your need. It will be a pleasure to demonstrate without obligation. Come in today.

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[A.R.A.]

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Pres. Lincoln, Tues. July 31st
Pres. Madison, Tues. Aug. 14th
Pres. Jackson, Tues. Aug. 28th

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Pres. Garfield, Sun. July 29, 8 a.m.
Pres. Harrison, Sun. Aug. 12, 8 a.m.

Pres. Jefferson, July 17th, 6 p.m.
Pres. Grant, July 17th, 6 p.m.
Pres. Lincoln, July 21st, 6 p.m.

Pres. Cleveland, July 31st, 6 p.m.
Pres. Madison, Aug. 4th, 6 p.m.
Pres. Pierce, Aug. 14th, 6 p.m.

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REV. O. HAYDEN.

INHIBITED FOR TWO YEARS.

TO LEAVE AVENING.

VILLAGERS THREAT TO
BOYCOTT CHURCH.

GLOUCESTER, June 7th.
The Bishop of Gloucester (Dr. A. C. Headlam) and the Rev. Oswald Hayden, the rector of Avening, knelt together in prayer to-day in the study of the Episcopal Palace in this city, writes the *Daily Mail* correspondent.

A few moments before they went on their knees to "implore forgiveness for any injustices they might have suffered or any indiscretions or improprieties they had been guilty of," the bishop, who said the prayer, had handed to the rector a type-written document.

The paper contained his sentence on Mr. Hayden because a commission had found him guilty of using foul language on several occasions during the past seven years.

Dr. Headlam's sentence was in the following terms:—

I propose to inhibit you for two years. The living will be sequestered, and after making the necessary payments and providing a curate, the rest of the income will be paid to you. This will be conditional on your leaving the parish.

If at the end of that time you return, you will be able to make a new start, and I hope that the failures and the enmities of the past will be forgotten.

£358 A Year.

The income of the benefice is estimated at £358 a year.

Mr. Hayden visited the Episcopal Palace to-day at the invitation of the bishop to make any observations before sentence was pronounced on him. He told the bishop that being a human being he had on occasions used an expletive such as "damn," but he repeated his denial that he ever employed stronger language.

After listening to Mr. Hayden's statement, the bishop handed him the typewritten document containing the sentence, and when the rector had read it, asked him to kneel in prayer.

Wife's Message.

When the rector left the palace after the interview I met him at the gates. Moisture was in his eyes and in a broken voice he said, "I have been forbidden to say anything, but it could not have been worse."

He asked me to telephone the news to his wife at Avening. I did so, and Mrs. Hayden's comment was:—

Tell my husband not to worry, but to come home quickly. This is too tragic, but I am not downhearted. In six months, at the most, the truth of the whole affair will be revealed. But do tell Oswald to bear up like the good sportsman he has always been.

To-night I saw the rector arrive at Avening. A crowd of men and women went towards him, and gripping his arms and hands—one of them almost embraced him—they expressed heartfelt sympathy with him.

No Farewell Service.

So strictly are the terms of the bishop's sentence to be carried out that Mr. Hayden has been informed that he cannot even hold a farewell service before his congregation next Sunday.

A large number of the parishioners held an informal meeting to-night, and decided that in the circumstances they will not attend the services on Sunday. A majority of the choir have also decided to take part in a boycott of the church.

Miss Nina Chipp, the village school-mistress, whose name the Commission found had been wrongly associated with that of Mr. Hayden in the charges, was reluctant to discuss the Bishop's decision.

"It is too terrible for words," she said, "and I have not yet made up my mind whether or not I shall attend the church next Sunday."

AN ALLEGED STRAD.

INTERESTING DISCOVERY IN
MALAY HOUSEHOLD.

PENANG, June 25th.

A Penang Malay is wondering if he is the possessor of a genuine Stradivarius. The instrument is beautiful in tone and is inscribed: Antonius Stradivarius, Crimonensis Faciebat. It was handed down to the family from his great grandfather, a native of Arabia, who first went to Java and then settled in Penang over a century ago.—*Straits Times*.

RESULT OF KOCHOW INQUIRY.

MASTER'S "TICKET"
SUSPENDED.

CONDITION OF RIVER TRADE
SHIPS.

GOVERNMENT INQUIRY
RECOMMENDED.

The Marine Court of Inquiry into the loss of the s.s. *Kochow* was concluded yesterday, the decision being announced in the afternoon. The master was found to be seriously in default and his certificate as master was suspended for three months.

The Court further raised the whole question of the River Trade expressing the opinion that the ships engaged in it are not satisfactory and recommending the Government of Hong Kong to appoint a commission to enquire into the conditions under which British ships operate in this trade.

THE FINDING.

The finding was as follows:—
The s.s. *Kochow* was on the 9th of June on a voyage from Hong Kong to Wuchow via ports. Her draft was 9 feet 5 inches forward and 10 feet 6 inches aft. The master was David Morgan holding a certificate of competency issued in Australia. The mate was William Claude Cyril Becke holding a certificate as mate of a river steamer issued in Hong Kong.

The ship left Hong Kong at about 3.30 p.m. with a cargo consisting mainly of rice, flour and salt, fish, stored in the holds and on the main deck, and also a large number of Chinese passengers on the main and saloon decks.

At about 10.30 p.m. the ship was approaching the Wang Mun Bar. This mate was on watch taking soundings and an uncertified Chinese pilot was in charge of the navigation.

The master was in his cabin. The speed of the ship at the time was about 7½ knots and the strength of current about 5 knots across the course. The ship took the ground and listed heavily to port with the result that the water entered through the cargo doors and the ship sank.

The passengers and the crew were eventually taken off under the supervision of H.M. Armed Launches *Nessus* and *Onslaught* and the ship was abandoned.

There is yet no evidence that the cargo was improperly stowed and the evidence of loss of life is not complete, but the Court finds that the Master is in default in proceeding to sea with the ship overloaded and in being absent from the bridge when the safety of the ship required his personal supervision; and in attempting to cross the bar under the prevailing conditions. The Court orders his certificate of competency to be suspended for a period of three calendar months and recommend that a certificate as first mate in the meantime be issued to him.

The Court is satisfied that the stability of the ship is satisfactory, with the cargo properly stowed, but notes that the stowage of cargo was left in the hands of a coolie and that neither the master nor the mate took any steps to ensure that the cargo was properly stowed.

The Court records its opinion based on the number of casualties in the case and its intimate knowledge of River Trade, that the state of ships engaged in frequently unsatisfactory and recommends that a commission be appointed by the Government of Hong Kong to enquire into the general conditions under which British ships operate in this trade.

This decision was announced at 4 p.m. after a brief hearing in the morning.

THE MORNING'S HEARING.

The Court was presided over by Comdr. J. B. Newell, R.N., D.S.O., Harbour Master, and other members were:—Lieut. Comdr. Lancelotti, King, H.M.S. *Curler*; Capt. A. J. Scott, s.s. *Kwangtung*; Capt. J. Acock, s.s. *Kwongwai*; and Capt. Muir, s.s. *Tung On*.

Mr. Lossby (in place of Mr. O. A. S. Russ) represented the owners, while Mr. Strellett was present *pro* Mr. G. K. Hall Brutton, for Capt. Morgan and the officers of the *Kochow*.

Captain Morgan Recalled.

At the outset of the Inquiry Capt. David Morgan, the master of the *Kochow* was recalled and questioned by the President. The witness confirmed his previous statements that the draft of the ship was 9 feet 5 inches forward and 10 feet 6 inches aft. Owing to the structure of the vessel the draft on the stern could only be approximately gauged. Witness said that he personally took the draft of his vessel before leaving Hong Kong.

Further questioned by the President, witness agreed that the ship must have been overloaded with a draft of 9 feet 2 inches but remarked that he was unaware of the fact that the vessel was drawing more. The full speed of the ship was given as 10½ knots and its mean speed was 7½ knots.
(Continued on next Column).

CHURCH BOYCOTT AT AVENING.

EXILED RECTOR GREETED HIS DEPUTY.

NEW CURATE'S DIFFICULT TASK.

AVENING, June 10th.
The Rev. Edward Dent, Gardner stood on the threshold of the rectory here for a dramatic minute to-day, confronted by the man whom he is to replace.

It was a moment of great emotion for one of the men and of embarrassment for the other, until the Rev. Oswald Hayden, rector of Avening, stretched out his hand and welcomed the new curate with a cordiality which betrayed no sign of the sadness he was experiencing. Mr. Gardner has been appointed curate of this parish during the two years' inhibition which the Bishop of Gloucester imposed on the rector of Avening, who was found guilty by a special commission of using bad language.

Dramatic Meeting.

The meeting took place after this morning's service. As the time for beginning the service drew near it became clear that the threatened boycott of the church by the regular congregation was to be a reality. A policeman stood in the main street at the end of the pathway which leads to the church, and kept a watchful eye on a group of "strikers" who refused to go to church out of sympathy for their rector.

The normal congregation is about a hundred. To-day, of the twenty-seven people present, five only, including the two churchwardens, were regular members of the congregation. The remainder were strangers to the parish, who attended out of curiosity.

Miss Nina Chipp, whose name was linked with that of Mr. Hayden in the commission's inquiry, was not present at the service.

The boycott had a marked effect on the choir, which was reduced in number from thirty members to one man, four boys, and four girls. The curate made no reference in his sermon to the circumstances which had brought him here.

"Carrying-on."

"I shall just carry on as though nothing had happened," he said to a *Daily Express* representative in the vestry after the service.

There was no Sunday school for the children of Avening to-day. They had been "overlooked in the turmoil and agitation of the past week, and no arrangements had been made to replace the rector and his wife, who have hitherto conducted the Sunday school. When the little ones gathered in the school yard for their service they found themselves locked out in the rain.

A number of parishioners who refused to attend church asked Mr. Hayden to give them a private service at the rectory, but he declined, as he considered that in so doing he would violate the terms of the Bishop of Gloucester's inhibition.

PASSENGERS.

Departures.
The following passengers left yesterday by the N.D.L. s.s. *Coblentz* for the North:—Prof. Dr. A. Basler, Mrs. A. Basler, Mrs. Leona Muhle, Master Gerd Leopold, Mrs. M. Schramm and 2 children, Mr. P. A. Dixon, Mr. E. J. Carmichael, Mr. and Mrs. Farquharson, Mr. J. H. Hansen, Mr. Earl Swisher, Mrs. Y. N. Arisdot, Mrs. A. T. Tessikis, Mrs. Y. S. Young, Miss K. Y. Shi, Miss L. W. Lee, Miss W.
(Continued on next Column).

Never Interfered With Pilot.

Witness further explained that he generally waited for the tide in the vicinity of the Bar. In any case he never interfered with the pilot. He remarked that on previous occasions on the bar on previous occasions he could only suggest that the extremely strong current caused the ship to heel over. She had never done this on previous occasions.

In answer to a question by Lieut. Comdr. King witness said that he anticipated an extra strong current at this time of the year and warned the pilot to take care.

Marine Surveyor's Evidence.

Mr. George Swann, Government Marine Surveyor, said that he carried out the inclining tests of the *Kochow* in September 1924 and as a result, an extra 37½ tons of ballast were ordered to be added making a total ballast of 50 tons. It was the addition of two tons to conform with the Piracy Regulations that made the extra ballast necessary.

A draft of 9 feet 2 inches was the official measurement allowed to the vessel with full cargo.

Dead Weight Figures.

The President then remarked that his own figures showed that the dead weight carrying capacity was 217 tons while there was in fact 244 tons on board, giving an additional 27½ inches draft. This coincided with the master's statement.

It was estimated, according to the master's draft, that the ship could have heeled over 10 degrees before any water would enter the ship. Witness also added that the stability of the ship was satisfactory.

EXPLORER'S ADVENTURES.

FOUR YEARS IN ASIAN
DESERT.

After four years in wild and unexplored parts of Central Asia, the Roerch expedition, which started from Darjeeling in 1924, has returned in safety to India.

The leader of the expedition, Professor Roerch, a well-known painter, and head of the New York Museum, tells the story of his experiences in China, Mongolia, Taidim, and Tibet. The party, which included the Professor's wife and son, crossed the Gobi Desert, where they suffered great hardships, and claim to have achieved important results in scientific and artistic research. While crossing the desert they saw a deserted castle built by a notorious Mongolian bandit, who had recently been killed. His followers, however, still preyed on the neighbourhood, and the travellers had to wear Mongolian garb. Travelling on camels at night and hiding in secluded spots during the day, they managed to escape molestation. Near the Humboldt mountains the expedition was almost wiped out by a flood, which carried half the camp away. The party managed to struggle to safety, but were marooned for several hours amidst the swirling waters. Entering Tibet, Professor Roerch and his companions encountered parties of Mongols and fighting Tibetan tribes, and only escaped because they were mistaken for Mongolian soldiers.

A week's journey out of Lhasa, a Tibetan general held up the expedition, asking them to wait three days pending orders. It was not until more than five months later, after camping in summer tents exposed to terrible hurricanes, at a height of 15,000 ft., with insufficient food and fuel, that the expedition was allowed to proceed.

The following European passengers left Hong Kong yesterday per s.s. *Paul Lecat* for Shanghai and Japan:—Mr. Demour, Mr. and Mrs. Robert Allix, Rev. Fr. Albony, Rev. Fr. Cuenot, Mr. J. McChesnie, Mr. Sireyol, Miss M. Woodman, Miss B. Schneider, Miss K. L. Bond.

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, July 3rd	Previous Day		
	at 2 p.m.	at 6 a.m.	at 10 a.m.
Barometer...	29.78	29.78	29.78
Temperature...	82	79	87
Humidity...	84	74	74
Wind...			
Direction...	Calm	Calm	SSW.
Force...	0	0	2
Weather...	0	OM	0
Rain...	0.78	0.01	0.04
Wigmost open-air Temperature, 2nd 81			
Lowest open-air Temperature, 1st 75			

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

HONG KONG TIDE TABLE.

From July 4th to 10th, 1928					
High Water			Low Water		
Days of Week	Date of Month	Hong Kong Standard Time	Days of Week	Date of Month	Hong Kong Standard Time
Wed.	4	9 16	Wed.	5	8 56
Thur.	5	9 53	Thur.	6	9 33
Fri.	6	10 34	Fri.	7	10 11
Sat.	7	11 16	Sat.	8	10 53
Sun.	8	11 59	Sun.	9	11 36
Mon.	9	12 44	Mon.	10	12 19
Tue.	10	1 30	Tue.	11	1 04

NOTICE TO CONSIGNEES.

OORAN STEAMSHIP CO., LTD.

CHINA MUTUAL STEAM NAVIGATION CO., LTD.

FROM UNITED KINGDOM VIA SINGAPORE.

CONSIGNEES per Co.'s Vessel.

"ANTLOCHUS"
are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 3rd July.

Optional Cargo will not be landed here, unless Notice has been given prior to Steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the Free Storage period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 9th July, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 23rd July, or they will not be recognized.

No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents. [6450]

CONSIGNEE NOTICES.

NORDDEUTSCHER LLOYD, BREMEN.

THE Steamer "COBLENZ" having arrived from BREMEN, HAM-BURG and ports, Consignees of Cargo are hereby notified that their Cargo is being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery can be obtained.

All Goods remaining undelivered after the 9th of July, 1928, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godown for examination by the Consignees and the Company's Surveyors, Messrs. Anderson & Ash, at 10 a.m., on the 7th of July, 1928.

No Claims will be admitted after the Goods have left the Godown and all Claims must be presented within Two Weeks of the Ship's arrival here, after which date they will not be recognized.

Consignees are requested to surrender their Bills of Lading to the Underwriter for Counter-signature.

NECHERS & CO., Agents.

Norddeutscher Lloyd, Bremen.

Hong Kong, 2nd July, 1928. [6454]

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

CONSIGNEE NOTICE.

S.S. "PAUL LECAT."

BATONNE CARGO FROM MARSEILLES, etc.

CONSIGNEES are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored into the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence Delivery may be obtained immediately after landing.

All Claims must be sent in to me on or before Thursday, the 12th July, 1928, or they will not be recognized.

Damaged Packages will be examined by the Company's Surveyors, Messrs. Goddard & Douglas, in the presence of the Consignees, at 10 a.m. on Monday, the 9th July, 1928.

No Fire Insurance will be effected by us in any case whatever.

L. LESDOS, Agent.

Hong Kong, 3rd July, 1928. [6453]

PRINCE LINE.

NOTICE TO CONSIGNEES

FROM NEW YORK.

THE Motor Vessel "CHINESE PRINCE" having arrived from the above Port on 2nd July, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on Saturday, 7th instant, at 10 a.m.

All Claims must be presented within Fifteen days of the Vessel's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after Monday, the 9th instant, will be subject to Rent.

No Fire Insurance has been effected. Bills of Lading will be counter-signed by

FURNESS (FAR EAST), LTD., 2nd Floor, King's Building, Connaught Road, Hong Kong. Telephone No. 3185.

Hong Kong, 2nd July, 1928. [6449]

CHINA NAVIGATION COMPANY, LIMITED.

WHEIWEI, CHUPOO & TIENTSIN	"HUIHOW" ... On 4th July, 4 p.m.
HONGKONG, PAKHOI & HAIKOW	"TEAN" ... On 5th July, 10 a.m.
SWATOW & SHANGHAI	"CHENAN" ... On 5th July, 2 p.m.
WHEIWEI, CHUPOO & TIENTSIN	"KWANGSE" ... On 6th July, 6 a.m.
BANGKOK	"KWEIYANG" ... On 6th July, 10 a.m.
SHANGHAI & TIENTSIN	"SZHOUEN" ... On 7th July, 8 a.m.
AMOI, SWATOW & SINGAPORE	"ANBU" ... On 8th July, 9 a.m.
SWATOW & BANGKOK	"KAYING" ... On 8th July, 1 p.m.
SWATOW, SHANGHAI, NEW CHWANG & DALNY	"LUCHOW" ... On 9th July, Noon
AMOI, SHANGHAI & TIENTSIN	"SUNNING" ... On 10th July, 6 a.m.
SHANGHAI	"HUPEH" ... On 11th July, 8 a.m.
SWATOW & SHANGHAI	"LINAN" ... On 12th July, 3 p.m.
SHANGHAI & TIENTSIN	"SUIYANG" ... On 14th July, 6 a.m.
WHEIWEI, CHUPOO & TIENTSIN	"KURICHOW" ... On 14th July, 4 p.m.
AMOI, SWATOW, SINGAPORE & BANGKOK	"KINGYUAN" ... On 15th July, 6 a.m.
SWATOW & BANGKOK	"KALGAN" ... On 15th July, 1 p.m.
CHWANG & DALNY	"KANCHOW" ... On 16th July, Noon
AMOI, SHANGHAI & TIENTSIN	"SHANTUNG" ... On 17th July, 8 a.m.
SWATOW & SHANGHAI	"CHENAN" ... On 19th July, 2 p.m.

SALOON PASSAGE RATES, HONG KONG TO SHANGHAI and vice versa, have now been reduced to \$60 SINGLE and \$90 RETURN.
For Freight or Passage apply to—BUTTERFIELD & SWIRE.
TELEPHONE CENTRAL 26.
CARGO AND PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN-ORIENTAL LINE, LIMITED.

"CHANGTE" & "TAIPING"

THREE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM HONGKONG TO AUSTRALIAN PORTS
Through Bills of Lading issued to all Australia, New Zealand and Tasmania Ports
Excellent & Most Up-to-date Fleet & Second Class Passenger Accommodation.
HONGKONG TO SYDNEY—19 DAYS.

STEAMSHIP	Days from Hong Kong or about	Days from Sydney or about
TAIPING	10th July	17th July
CHANGTE	7th August	14th August
TAIPING	14th September	21st September
CHANGTE	9th October	16th October

For Freight and Passage apply to—BUTTERFIELD & SWIRE.
TELEPHONE CENTRAL 26.

BOSTON, NEW YORK AND BALTIMORE

JOINT SERVICE OF THE

"BLUE FUNNEL LINE"

(OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.)

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "CITY OF OSAKA"	... Via Suez Canal	13th July
S.S. "DARDANUS"	... Via Suez Canal	27th July
S.S. "CITY OF EVANSVILLE"	... Via Suez Canal	10th August
S.S. "LYAOON"	... Via Suez Canal	24th August

[Steamers proceed via Suez Canal or Panama Canal at Owners' option.]
Subject to Change without Notice.

For Freight and Particulars, apply to—
BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONG KONG
HONG KONG & CANTON, JARDINE, MATHESON & Co., Ltd., CANTON.

PRINCE LINE

IMPROVED SERVICE

BY

FAST MOTOR VESSELS

TC

BOSTON

AND

NEW YORK

M.V. "MALAYAN PRINCE" ... 26th July
S.S. "ROYAL PRINCE" ... 22nd August

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 3145.

(Incorporated in Great Britain)

Telegrams: Furnprince.

King's Building.

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MAIL AND CARGO STEAMERS TO AND FROM
MARSEILLES, DUNKIRK, U.K. HAMBURG & ROTTERDAM.

From Marseilles
ANDRE LEBON ... 17th July
CHENONORAU ... 31st July
PORTHOUS ... 14th Aug.
ATHOS II ... 28th Aug.

From Dunkirk, Antwerp, London
LE ST LOUBRET ... 22nd July
BIE (Cargo) ... 31st July

For Shanghai, Japan and North China
LE ST LOUBRET ... 31st July
BIE (Cargo) ... 31st July

For full Particulars, apply to—
Cie des MESSAGERIES MARITIMES.
Telephone: C. 651 and 740.

For Shanghai and Japan
ANDRE LEBON ... 17th July
CHENONORAU ... 31st July
PORTHOUS ... 14th Aug.
ATHOS II ... 28th Aug.

For Marseilles
ANDRE LEBON ... 17th July
CHENONORAU ... 31st July
PORTHOUS ... 14th Aug.

For Rotterdam, Hamburg, Dunkirk
MIN (Cargo) ... 4th Aug.

For full Particulars, apply to—
Cie des MESSAGERIES MARITIMES.
Telephone: C. 651 and 740.

Shipping News Arrivals and Departures, etc.

ARRIVALS.

July 2nd.

Aizawa Maru No. 24, Japanese str., 889 tons, Capt. T. Takeuchi, from Kure, with a cargo of coal, lying at buoy No. C49—Wadazimusho.

Antioch, British str., 3,767 tons, Capt. G. H. Salter, from Liverpool, with a general cargo, lying at Holt's Wharf—B. & S.

President McKinley, American str., 14,127 tons, Capt. R. S. Carey, from San Francisco, which port she left on June 28th, with 3,000 tons of general cargo, lying at Kowloon Wharf—A.M.L.

Takaoka Maru, Japanese str., 4,327 tons, Capt. T. Watanabe, from Kobe and Iloilo. The latter port she left on June 29th, with sugar and lumber, lying at buoy No. A4—N.Y.K.

Tak Ning, Chinese str., 103 tons, Capt. Lo Shau, from Antau, with a general cargo, lying at Luen Cheong Wharf—Fook Hoi S.S. Co.

Totori Maru, Japanese str., 5,973 tons, Capt. N. Egawa, from Calcutta and Singapore. The latter port she left on June 12th, with 461 tons of general cargo, lying at Kowloon Wharf—N.Y.K.

July 3rd.

Chatham, British str., 2,256 tons, Capt. R. Anderson, from Murooran, with a cargo of coal, lying at Yaumati—Mitsui & Co.

Chenai, British str., 1,855 tons, Capt. J. D. Fraser, from Shanghai and Amoy, with a general cargo, lying at buoy No. B12—B. & S.

Paul Leclat, French str., 7,548 tons, Capt. Grillon, from Marseilles and Saigon. The latter port she left on June 30th, with a general cargo, lying at buoy No. A1—Messageries Maritimes.

Ryudo Maru, Japanese str., 1,981 tons, Capt. B. Kitano, from Dairen, which port she left on June 27th, with a general cargo, lying at buoy No. C15—M.B.K.

Shinyo Maru, Japanese str., 12,028 tons, Capt. K. Ogawa, from Francisco, which port she left on June 6th, with 783 tons of general cargo, lying at Kowloon Pier—N.Y.K.

Sphinx, French str., 6,724 tons, Capt. Angelvin, from Shanghai, which port she left on June 30th, with a general cargo, lying at buoy No. A3—Messageries Maritimes.

July 3rd.

Aizawa Maru No. 24, for Canton. Antioch, for Shanghai. Horneo, for Hoihow. Chenai, for Canton.

Empress of Russia, for Shanghai. Ginsen Maru, for Batu Pahat. Hui Ning, for Swatow. Huiro, for Haiphong. Kiangchow, for Bangkok. Kum Sang, for Singapore. Lee Cheung, for Shanni. Lyeemnon, for Saigon. Pau Leclat, for Shanghai. Shiao Hing, for Macao. Shimei Maru No. 6, for Keelung. Sphinx, for Saigon. Tai Poo Set, for Kwong Chow Wan. Takaka Maru, for Keelung. Tjilehoi, for Swatow. Tjilelak, for Macassar. Totori Maru, for Keelung. Yuan Jeng, for Saigon.

CLEARANCES.

July 3rd.

Aizawa Maru No. 24, for Canton. Antioch, for Shanghai. Horneo, for Hoihow. Chenai, for Canton.

Empress of Russia, for Shanghai. Ginsen Maru, for Batu Pahat. Hui Ning, for Swatow. Huiro, for Haiphong. Kiangchow, for Bangkok. Kum Sang, for Singapore. Lee Cheung, for Shanni. Lyeemnon, for Saigon. Pau Leclat, for Shanghai. Shiao Hing, for Macao. Shimei Maru No. 6, for Keelung. Sphinx, for Saigon. Tai Poo Set, for Kwong Chow Wan. Takaka Maru, for Keelung. Tjilehoi, for Swatow. Tjilelak, for Macassar. Totori Maru, for Keelung. Yuan Jeng, for Saigon.

Empress of Russia, for Shanghai. Ginsen Maru, for Batu Pahat. Hui Ning, for Swatow. Huiro, for Haiphong. Kiangchow, for Bangkok. Kum Sang, for Singapore. Lee Cheung, for Shanni. Lyeemnon, for Saigon. Pau Leclat, for Shanghai. Shiao Hing, for Macao. Shimei Maru No. 6, for Keelung. Sphinx, for Saigon. Tai Poo Set, for Kwong Chow Wan. Takaka Maru, for Keelung. Tjilehoi, for Swatow. Tjilelak, for Macassar. Totori Maru, for Keelung. Yuan Jeng, for Saigon.

Empress of Russia, for Shanghai. Ginsen Maru, for Batu Pahat. Hui Ning, for Swatow. Huiro, for Haiphong. Kiangchow, for Bangkok. Kum Sang, for Singapore. Lee Cheung, for Shanni. Lyeemnon, for Saigon. Pau Leclat, for Shanghai. Shiao Hing, for Macao. Shimei Maru No. 6, for Keelung. Sphinx, for Saigon. Tai Poo Set, for Kwong Chow Wan. Takaka Maru, for Keelung. Tjilehoi, for Swatow. Tjilelak, for Macassar. Totori Maru, for Keelung. Yuan Jeng, for Saigon.

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PASSENGERS.

Arrivals.

The following passengers arrived on July 1st by the N.D.L. s.s. Saarbrücken, from Shanghai:—Mr. J. McDonald, Mr. D. A. McPherson, Mr. H. Sargent, Mr. V. H. Thun, Mr. Yip Bing Fong, Mr. E. C. Fitzpatrick, Mr. S. Oug, Mr. K. Y. Tai.

The following cabin passengers arrived on July 3rd by the s.s. Shinyo Maru, from San Francisco via Shanghai:—For Hong Kong: Miss A. M. Wadley, Mr. G. S. Bhimjee, Mrs. Y. Kobayashi, Mr. A. E. Lautmann, Mr. F. E. Hedrick, Miss M. A. Outter, Mrs. S. E. Davis, Miss C. L. Williams, Miss E. R. Bromann, Miss M. C. McVey, Miss D. Mill, Miss T. D. Clarke, Miss G. V. Mann, Miss H. P. Brown, Mrs. H. Nagashima, Mr. E. Hamano, Mrs. K. Yamaji, Master T. Yamaji, Mr. D. Miyazaki, Mrs. M. Kuriyama, Mrs. T. Fukuko, Mr. T. Maeda, Mr. Leon Yen, Mrs. E. J. de Figuered and two children.

The following passengers arrived here on July 2nd by the s.s. President McKinley from Shanghai and America:—For Hong Kong: Mr. Robert Bailey, Miss Alice Blake, Mr. A. G. Botelho, Mr. S. E. Chang, Mr. Y. Chen, Mrs. C. C. Chow, Master C. F. Chow, Master C. Y. Chow, Mr. C. M. Corrie, Mr. R. L. Crooks, Jr., Mr. L. H. Frost, Mrs. Goldstein, Miss S. Hardoon, Miss H. N. Leary, Mr. J. Lokan, Rev. John Lake, Mr. J. R. Smith, Mr. L. B. Stille, Miss Taung Wei Shok, Mr. Wong Kwai Lung, Master Wong Han Young, Mr. and Mrs. Geo. Wright. Among passengers passing through on their way to Manila were: Rev. E. J. Bauerlein, Rev. T. B. Cannon, Mrs. J. Cavanaugh, Miss P. Cavanaugh, Mr. and Mrs. W. B. Champlin, Rev. J. J. Coniff, Miss E. A. Crosby, Rev. J. J. Delaney, Mr. A. Edwards, Mr. J. E. Foley, Mr. George Goggin, Mr. and Mrs. J. A. Gross, Rev. J. E. Haggerty, Mr. and Mrs. H. N. Haggerty, Miss A. S. Harper, Mr. A. T. Hill, Mr. K. D. Lum, Justice G. A. Malcolm, Rev. J. A. Martin, Mr. H. L. Hinthorp, Mr. and Mrs. T. I. Moore, Dr. R. Parish, Rev. J. M. Rosano, Miss M. A. Thomson, Rev. J. Trinidad, Mr. and Mrs. C. Uyeda, Rev. R. E. Walsh, Mrs. L. M. Wilkinson.

The following 1st and 2nd passengers arrived in Hong Kong on July 3rd by the s.s. Sphinx from Shanghai:—Mr. S. Dunn, Mr. V. K. Ting, Mr. Lum Tak Ming, Miss K. Yuen, Miss C. Yuen, Dr. C. Y. Cheng, Miss B. P. Cao, Mr. Chung Hung Tsai, Mr. Yang Hing Tsai, Mr. Yin Tze Yon, Mr. Y. H. King, Mr. S. P. Dai, Mr. Wu Hien Di, Mr. W. C. Chen, Mr. K. C. Woo, Mr. S. Chen, Mr. K. C. Kow, Mr. S. M. Tseng, Mr. K. H. Tsang, Mr. Yung, Mr. Sou Da Kai, Mr. Chu Tsai Chai, Mr. T. Y. Liang, Mr. Ma Zou Cheng. Among passengers passing Hong Kong were: Mr. Meyerling, Miss E. Berg, Mr. A. Ballin, Miss B. Leichter, Miss M. Lewis, Mr. R. Lynn, Mr. and Mrs. Jack Roles, Mr. J. D. Roles, Mrs. M. Hill, Mr. J. M. d'Almada, Mr. Ling Lian Shi, Mr. Ling Kang Shi, Mr. Chang Yu Tsing, Mr. Fan Han Chan, Mr. Tseng Mong Yu, Miss K. B. Dechant, Miss L. B. Swartz, Miss C. S. Peckham, Mr. F. Walwood, Mr. Le Garret, Mr. C. Hastings, Mr. Lambert, Mr. H. P. Destalan, Rev. Damange, Mrs. E. Garnet, Mr. Fieschi, Mr. and Mrs. Bossaut, Mr. L. Braquet, Mr. and Mrs. Mace, Miss H. H. Wilson, Mr. Schmidt, Miss M. Prentice, Mr. Francon, Mr. J. Prigent, Mr. M. Ippovsky, Mr. G. Gailledrau, Mr. F. Peniguel, Sisters A. M. de Montravel, F. Seng and Magdelena, Mr. Bonin, Mr. V. Fournier, Mr. Cardon.

Departures.

The following first class passengers departed by the s.s. President Taft for San Francisco and ports on July 3rd:—Mrs. H. R. Bluhm, Miss M. Bluhm, Master H. Bluhm, Mrs. J. Carbury, Mrs. R. Cowley, Mrs. M. Donohoo, Mrs. H. Davies, Miss E. Davies, Mrs. F. McKibbey, Miss F. McKibbey, Master Wm. McKibbey, Mrs. A. N. O'Leary, Mr. F. A. Dickhoff, Mr. Wm. H. Fonger, Mrs. L. O. Fonger, Master B. Fonger, Mr. A. Gerner, Mrs. H. Gilhouser, Miss M. Gilhouser, Mr. E. A. Aced, Mr. J. J. Gallagher, Miss A. Gallagher, Rear Admiral and Mrs. S. E. W. Kittelle, Miss E. K. Marshall, Miss E. M. Howell, Miss E. J. McDonald, Miss C. L. McDonald, Mr. and Mrs. M. S. Adu, Mr. Dong Chue Pak, Mr. J. W. Custer, Mrs. Chong Kwun Chi, Mr. S. C. Wong, Mr. K. Nakatani, Mr. and Mrs. C. Y. Lee, Miss V. Blick, Mr. Fu Yik Chi, Mr. Kong Chi Kan, Mr. Yau Ngai Hing, Miss Y. T. Law, Miss P. T. Chung, Mr. Lau Bing Kong, Mr. and Mrs. T. Aida, Miss J. Gardner, Mr. and Mrs. Higashi, Miss B. O'Leary, Mrs. M. Ogelsby, Miss V. Ogelsby, Mr. and Mrs. W. T. Sullivan, Mr. A. Strok, Mr. E. Wagner, Miss J. Wagner, Mrs. T. A. Warnham, Mrs. L. Waller, Master M. Waller, Mrs. M. Maynard, Mr. B. H. Lydon, Mr. Y. Jurgensen, Comdr. and Mrs. R. V. Lowe, Mr. Wm. Megluna, Mr. N. C. McClelland, Mr. G. C. McKnight, Master J. Kittelle, Miss K. Kittelle, Mr. Comdr. and Mrs. J. E. Potter, Miss E. Anderson, Miss D. D. Reed, Mr. and Mrs. W. E. McDonald, Miss M. Francis, Miss R. Drury, Mr. Chan Chung Yu, Miss Woo Man Dut, Mr. B. A. Geringers, Mr. P. Marks, Mr. Y. S. Wan, Mr. P. Chin, Mr. S. Szabo, Mr. H. Glover, Mr. Chan Yuen Fung, Mr. C. F. Wong, Mr. Cheung Hee Ting, Mrs. W. K. Cheung, Mrs. Lau Siu Hah, Mr. Chan Sun Sang, Master and Miss Aida, Mr. Poon Quan Yi.

The following passengers left here on the 2nd inst. by the N.D.L. s.s. Saarbrücken for Hamburg by Manila and ports:—Mr. Gerhardt Weber, Mr. V. X. Peet, Mrs. Grete Siemssen and child, Mr. and Mrs. Crane Y. K. Chan, Mr. and Mrs. Lorenzo Arego, Mrs. J. D. Snyder, Mr. and Mrs. A. H. Van Etten, Mr. A. R. Knipp, Mrs. H. B. Rehs and baby, Mr. and Mrs. Rankin, Mr. and Mrs. Philip Hinkey, Miss Lois Chapin, Miss Gertrud Goe, Mr. W. Kretschmar, Mr. and Mrs. Price, Sister Jesunia Fresca, Mr. Herbert Lee, Mr. Alfred Meyer, Mr. Otto Storbek, Mr. Franz Maria Costa-Becker, Mr. Franz Krauskopf, Mr. Johanna Hooper, Mr. Franz Flueckiger, Mr. and Mrs. E. W. Ractz.

The following European passengers left Hong Kong yesterday by the s.s. Sphinx:—Miss D. E. Wallis, Mr. Stork, Miss A. C. Valpied, Mr. J. V. Morris, Mr. and Mrs. A. Holden, Miss N. H. Gray, Mr. A. Briton, Mr. R. Caveny, Miss Beauville-Ingis, Miss M. Dolla, Miss M. Dolla, Miss Decoutet, Mrs. Wilborts, Miss I. Dobbyn, Mr. A. Gresse, Mr. Skinner, Mr. L. T. Chapin, Mr. McDermott, Mr. L. D. Turner, Mr. and Mrs. F. J. Gellion, Mr. C. R. Duc, Mr. J. C. Chanteux, Rev. F. A. Warner, Mr. A. Michel, Mr. F. Wall, Mr. A. Ribeiro, Mr. J. dos Santos, Mr. and Mrs. Jacques Thibaud.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

To	STEAMSHIP	DATE
TSINGTAU via SWATOW & SHANGHAI	"KWAISANG" ... "HANGSANG" ... "FOOSHING" ... "CHAKSANG"	Wed., 4th July, at Noon Sun., 8th July, at Noon Wed., 11th July, at Noon Sun., 15th July, at Noon
OSAKA via AMOI, MOJI & KOBE	"FOOKSANG"	Fri., 6th July, at 7 a.m.
OSAKA via AMOI, SHAL, MOJI & KOBE	"HOSANG"	Fri., 13th July, at 7 a.m.
OSAKA via AMOI, MOJI & KOBE	"KUTSANG" ... "NAMSANG"	Fri., 20th July, at 7 a.m. Fri., 3rd Aug., at 7 a.m.
CANTON	"FOOSHING"	Thurs., 5th July, at 7 a.m.
STRAITS & CALCUTTA	"FOOKSANG"	Wed., 25th July, at 3 p.m.
SINGAPORE	"SUISANG" ... "YUENSANG"	Fri., 6th July, at 3 p.m. Fri., 20th July, at Noon
SANDAKAN	"MAUSANG"	Satur., 7th July, at 3 p.m.
TIENTSIN	"CHEONGSHEING"	Wed., 11th July, at Noon

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.
GENERAL MANAGERS.
TELEPHONE: CENTRAL No. 216.

GLEN LINE.

FARE: HONG KONG TO LONDON, £22.

TO LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Steamship "FEMERBROOKSHIRE"	(via Oran)	11th July
Steamship "GLENHANE"	(via Oran)	10th Aug.
Motor Vessel "GLENOGLE"	(via Oran)	7th Sept.
Steamship "CARMARTHENSHIRE"	(via Oran)	8th Oct.

TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Steamship "CARDIGANSHIRE"	13th July
Motor Vessel "GLENOGLE"	20th July
Motor Vessel "GLENAMOIY"	10th Aug.
Steamship "CARMARTHENSHIRE"	20th Aug.
Motor Vessel "GLENHARRY"	1st Sept.

For Freight, Passage and further Particulars, apply to—

JARDINE, MATHESON & CO., LTD.
AGENTS: THE GLEN LINE, LTD.



FAR EASTERN PASSENGER & FREIGHT SERVICE.

Cabin class ...	£73.	Intermediate class ...	£48.
THROUGH BOOKINGS TO LONDON: FARE FROM HONG KONG TO LONDON:			
Cabin class ...	£80.		

NEXT SAILINGS TO EUROPE:—

Freight S.S. "Imar"	departure	11th July
Pass. S.S. "COBLENZ"	departure	28th July
Freight S.S. "Grandon"	departure	11th August
Pass. S.S. "FULDA"	departure	24th August
Freight S.S. "Ludwigshafen"	departure	31st August

Passenger steamers sailing via Manila and Ports to Genoa, Rotterdam, Hamburg and Bremen.
Freight steamers sailing via Singapore and Ports to Marseilles, Rotterdam, Hamburg and Bremen.

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HAICHONG	Tuesday,	the 10th July, at 6 p.m.

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TO VICTORIA AND VANCOUVER.

17 Days Hong Kong-Vancouver, 14 Days Shanghai-Vancouver.
11 Days Kobe-Vancouver, 9 Days Yokohama-Vancouver.

SAILINGS 1928.

Steamship	Hong Kong	Shanghai	Kobe	Yokohama	Vancouver
EMPERESS OF RUSSIA	July 4	July 7	July 10	July 13	July 21
EMPERESS OF ASIA	July 18	July 21	July 24	July 28	Aug. 4
EMPERESS OF CANADA	Aug. 8	Aug. 11	Aug. 14	Aug. 18	Sept. 13
EMPERESS OF RUSSIA	Aug. 29	Sept. 1	Sept. 4	Sept. 8	Sept. 15
EMPERESS OF ASIA	Sept. 12	Sept. 15	Sept. 18	Sept. 22	Sept. 29
EMPERESS OF CANADA	Oct. 3	Oct. 6	Oct. 9	Oct. 13	Oct. 20
EMPERESS OF RUSSIA	Oct. 24	Oct. 27	Oct. 30	Nov. 3	Nov. 10
EMPERESS OF ASIA	Nov. 7	Nov. 10	Nov. 13	Nov. 17	Nov. 24
EMPERESS OF CANADA	Nov. 23	Dec. 1	Dec. 4	Dec. 8	Dec. 15

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai.)

SPECIAL FARES TO EUROPE

£120: First class throughout.

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Atlantic sailings from Montreal and Quebec every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.

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Leave Hong Kong	Arrive Manila	Leave Manila	Arrive Hong Kong
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July 31	Aug. 2	EMPERESS OF CANADA	Aug. 3

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SAN FRANCISCO via Shanghai, Japan Ports & Honolulu

SHINYO MARU (Calla Nagasaki) ... Tuesday, 10th July

SIBEBIA MARU (Calla Koolung) ... Tuesday, 24th July

TAIYO MARU ... Wednesday, 8th Aug.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM,

via Singapore, Penang, Colombo & Suez.

KAMO MARU ... Saturday, 14th July

KATORI MARU ... Saturday, 28th July

SYDNEY & MELBOURNE via Manila & Porto.

AKI MARU ... Wednesday, 25th July

MISHIMA MARU ... Wednesday, 32nd Aug.

BOMBAY via Singapore, Penang & Colombo.

AWA MARU ... Wednesday, 11th July

SOUTH AMERICA (West Coast) via Japan, Honolulu,

Los Angeles, Mexico and Panama.

GINYO MARU ... Thursday, 18th July

SOUTH AMERICA (East Coast) via Singapore, Cape

Town & Porto.

KAMAKURA MARU ... Thursday, 12th July

NEW YORK AND/OR BOSTON via PANAMA.

TAKAOKA MARU ... Tuesday, 3rd July

KAKO MARU ... Tuesday, 14th July

LIVERPOOL via Port Said, Genoa & Marseilles.

DURBAN MARU ... Wednesday, 11th July

CAIRO via Singapore, Penang & Rangoon.

TOKUSHIMA MARU ... Monday, 9th July

NAGASAKI, KOBE & YOKOHAMA.

MISHIMA MARU ... Friday, 20th July

SHANGHAI, KOBE & YOKOHAMA.

TOTTORI MARU (Mojiko direct) ... Tuesday, 3rd July

KASHIMA MARU ... Friday, 8th July

KAWACHI MARU (Kobe direct) ... Tuesday, 10th July

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Service to & destinations in the Netherlands East Indies
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Shipping News

Daily Statement, Waterfront News,
Vessels Expected, etc.

YESTERDAY'S FREIGHT RETURNS.

ONLY NINE ARRIVALS.

THROUGH CARGO GOOD;
LOCAL IMPORTS LOW.

With only nine arrivals and fourteen departures cargo returns for this port were low though through freights were above average. Only five vessels carried through cargo but the total figure showed an average of 5,000 tons per vessel.

Local imports from nine vessels totalled 7,388 tons and two British vessels contributed 1,273 tons. The best cargo return was shown by the a.s. *Asymon* with 3,000 tons of coal from Hakodate and Miki, while the a.s. *President McKinley* from San Francisco and Shanghai discharged 1,873 tons of general cargo.

Through freights amounted to 25,198 tons, and two British ships contributed 9,250 tons. The best carrier was a British vessel, the a.s. *Antiochus* with 8,850 tons from Liverpool and Singapore. The a.s. *Tottori* from Calcutta and Singapore had 6,236 tons.

The arrivals and departures during the period under review were as follows:

	Arr.	Dep.
British	2	6
American	1	1
Japanese	4	2
Chinese	2	3
German	0	2
Total	9	14

VESSELS EXPECTED.

Australian-Oriental Line.

Taipei, July 10th.

Changch, August 7th.

Bank Line.

City of Peking, July 7th.

City of Osaka, July 13th.

City of Eastbourne, July 20th.

City of Kharthoum, August 4th.

City of Halifax, August 17th.

City of Lincoln, September 1st.

City of Eastbourne, September 14th.

City of Eastbourne, October 10th.

Blue Funnel Line.

Philoctetes, July 8th.

Lycan, July 10th.

Hector, July 11th.

Vingehow, July 17th.

Ukerson, July 18th.

Achilles, July 21st.

Perseus, July 24th.

Taiting, July 24th.

Thetys, July 26th.

Dardanel, July 27th.

Arcton, July 30th.

Bellerophon, August 6th.

Phemius, August 6th.

Glaucon, August 7th.

Cathartes, August 11th.

Teuter, August 14th.

Automedon, August 17th.

Elpenor, August 22nd.

Sarpedon, August 22nd.

Tyndareus, September 2nd.

Orestes, September 7th.

Euryppylus, September 8th.

Eurylochus, September 9th.

Menselaus, September 14th.

Machann, September 15th.

Patroclus, September 26th.

Antyanas, September 26th.

Malopos, September 27th.

Titan, October 1st.

Adriatic, October 17th.

Antenor, October 18th.

British-India and Apear Line.

Takada, to-day.

Telma, July 8th.

Talamba, July 10th.

Takliwa, July 10th.

Tilawa, August 8th.

Canadian Pacific Line.

Empress of Asia, July 9th.

East Asiatic Co., Copenhagen.

Peru, July 10th.

Danmark, July 13th.

Siam, July 20th.

Java, July 22nd.

Eastern and Australian Lines.

Arajiwa, July 8th.

Tanda, August 6th.

St. Albans, September 3rd.

Glen Line.

Penbrooke, July 11th.

Cardigan, July 13th.

Glenogly, July 20th.

Glenamoy, August 10th.

Carmanthorpe, August 20th.

Glenagarry, September 1st.

Hamburg-Amerika Linie and

Hugo Stinnes Linie.

Albert Voegel, July 6th.

Oldenburg, July 7th.

Saarland, July 15th.

Uarda, July 27th.

Heidelberg, August 7th.

Scheer, August 22nd.

Carl Legien, September 4th.

Java-China-Japan Line.

Tjiondori, to-morrow.

Tjiparua, July 8th.

Tjikini, July 16th.

Tjiloroem, July 16th.

Tjikembang, July 19th.

Tjileboet, July 30th.

Tjimanok, July 30th.

Message Lines.

Andre Lebon, July 17th.

St. Louis, July 22nd.

Chenoncaus, July 31st.

Porthos, August 14th.

Nippon Yusen Kaisha.

Durban Maru, July 9th.

Kamakura Maru, July 11th.

Kamo Maru, July 13th.

Siberia Maru, July 17th.

Aki Maru, July 24th.

Tatsumo Maru, July 25th.

Katori Maru, July 27th.

Bingo Maru, August 1st.

Taiyo Maru, August 31st.

Mishima Maru, August 31st.

Horndescher Lloyd, Bremen.

Ludwigshafen, July 18th.

Fulda, July 30th.

Oder, August 18th.

Peninsular and Oriental.

Kashmir, to-morrow.

Nellere, to-morrow.

Khyber, July 8th.

Kidderpore, July 13th.

Alipore, July 17th.

Rajputana, July 19th.

Rawalpindi, July 21st.

Nankin, July 28th.

Kalyan, August 2nd.

Naldara, August 16th.

Kashgar, August 20th.

Morea, September 12th.

Khiva, September 17th.

Macedonia, October 19th.

Karmala, October 19th.

Malwa, November 6th.

Manitua, December 7th.

Prince Line.

Malayan Prince, July 25th.

Royal Prince, August 22nd.

Swedish East Asiatic Co., Ltd.

Agria, July 11th.

SUNRISE AND SUNSET.

To-day ... 5.43 a.m. ... 7.11 p.m.

To-morrow ... 5.43 ... 7.11

Friday ... 5.43 ... 7.11

DAILY WATERFRONT NEWS.

BOARDING HOUSE RUNNERS
FINED.

[BY LENOIR ROEMAN.]

Chan Lo, and Chao Yung, two Chinese boarding house runners appeared before Commander J. B. Newill, R.N., D.S.O., at the Marine Court yesterday morning for boarding the a.s. *President McKinley* without the permission of either the master or the officer in charge.

Captain A. H. Thomas, Port Captain of the Dollar Line S.S. Company prosecuted, and the two defendants pleaded guilty. The Magistrate imposed a heavy fine of \$25 each.

Marine Court Of Inquiry.

The result of the Marine Court of Inquiry regarding the sinking of the a.s. *Kochon* on the Wang-moon Bay is given in another page of this issue. The Inquiry was resumed yesterday morning and the Court decision was given at 4 p.m.

Death From Pneumonia.

The master of the a.s. *President McKinley* which arrived here yesterday from San Francisco and Shanghai reports the death of a Filipino on the 28th ultimo from pneumonia. He was buried at sea the same day.

Asiatic Deck Passengers.

Four vessels brought 728 Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday.

MERCHANT SHIPS IN PORT.

The following vessels were in port yesterday:

British: *Antiochus*, *Chenan*, *Kwai Sang*, *Haining*, *Empress of Russia*, *Protenlaus*, *Puriri*, *Mau*, *Scher*, *Baron*, *Riethven*, *Apoey*, *Borneo*, *Kwai Yang*, *Teon*, *Kaying*, *Chekiang*, *Kam Sang*, *Benarty*, *Seitan*, *Lycmon*, *Kiungchow*, *Tai Shing*, *Chinhua*, *Hupei*, *Taikoo*, *Kwangsue*, *Hai Yang*, *Gorgintan*, *Sumatra*, *City of Bedford*.

American: *President McKinley*, *Prosper*, *Hudson*, *Yeastland*, *Portuguese*, *Kong On*, *King On*, *French*, *Taipeoch*.

Japanese: *Aizawa Maru* No. 24, *Azumamori Maru*, *Tairyo Maru*, *Menado Maru*, *Fakoka Maru*, *Ginsen Maru*, *Matsuyama Maru*.

Chinese: *Wong Shik Kung*, *Tai-sen</*

